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GENERAL PLAN UPDATE

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Beland / Associates, Inc.
CG Engineering

GENERAL PLAN

CITY OF RIALTO, CALIFORNIA

Prepared by:

BELAND/ASSOCIATES, INC.

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In association with:

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City of Rialto, California

Approved: Rialto Planning Commission 2/14/85
Rialto City Council 5/7/85

Amended : Rialto City Council 1/21/86

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The consultants wish to express their sincere appreciation to the rest of the planning team who have made this draft General Plan document possible. These persons include:

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- 1. [Subject]
- 2. [Subject]
- 3. [Subject]
- 4. [Subject]
- 5. [Subject]

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1. The purpose of this document is to provide information regarding the procedures for the submission of proposals for the various projects of the Department of the Interior.

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1. The purpose of this document is to provide information regarding the procedures for the submission of proposals for the various projects of the Department of the Interior.

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INTRODUCTION

RIALTO: An Overview

Rialto is located on a wide alluvial plain at the base of Cajon Pass, which separates the San Gabriel and San Bernardino Mountains, and Lytle Creek. Originally this area was open range land and agricultural, including large citrus groves. Over the last 25 years Rialto has grown rapidly to become a diverse urban community.

The purpose of the following document is to help the City toward achievement of its potential. This is expressed by the goals of its citizens as defined in the Rialto General Plan.

PURPOSE OF THE GENERAL PLAN

Planning can be described as a process for making decisions about the future based upon adequate and comprehensive information. Local government is continuously involved in this process of identifying issues, analyzing them, forming goals and objectives, defining alternatives, selecting the desired option, implementing this option, and monitoring progress toward achievement of the goals and objectives.

However, the process is almost never this discrete and linear. In many cases, political realities, which demand difficult choices involving high demands and low resources, complicate the process and require continual redirection of plans and policies.

Today's economic, social, and political pressures place even greater strains on this hypothetical planning model. Therefore, the need is for a major policy statement which can serve as a basis for meaningful, informed decisions by those responsible for the future of Rialto.

For many years, the State of California has required each city and county to adopt a general plan concerning the local government's policies on the maintenance and improvement of existing development, and the location and characteristics of future development needed to achieve community goals. Therefore, one purpose for this General Plan is to fulfill state legal requirements per Government Code Section 65302.

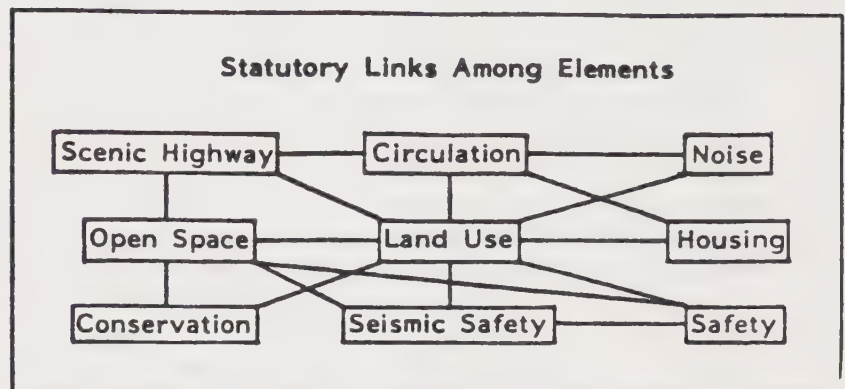
In addition, the General Plan guides the City's legal exercise of powers delegated by the federal and state institutions to control zoning and subdivision of land.

More significantly, the General Plan represents the statement of the City's goals and desires for the future as evolved from an extensive public participation process.

The General Plan is not a static document which resists change. Instead, it must be annually reviewed to assure responsiveness to changing conditions and needs of the community. This requirement for realistic review and adjustment of the Plan on an ongoing basis is a major principle of the Plan's format and organization.

ORGANIZATION OF THE PLAN

Current government code requirements for a general plan mandate nine elements. As shown on the following diagram, these statutory requirements overlap and intertwine. This division of a general plan into such elements has evolved from the incremental process by which the law has changed over the years. New elements have been added. Little attempt to clarify and organize elements according to substance or significance has been made.



Source: General Plan Guidelines, State of California, 1981, p. 125.

In many cases, resultant general plans have lacked specificity which addresses significant local issues and the implementation of appropriate programs. Because of this situation, the State of California Office of Planning and Research has published the new General Plan Guidelines to help cities produce more relevant plans which are still legally responsive to government code mandates.

These new guidelines are organized into six major issue categories:

- HAZARDS;
- NATURAL RESOURCES;
- AESTHETIC, CULTURAL, AND RECREATIONAL RESOURCES;

- COMMUNITY DEVELOPMENT;
- INFRASTRUCTURE; and
- HOUSING.

These categories were used as the basic divisions in the issue identification phase, and also serve as the principle elements of the General Plan. They satisfy the statutory requirements of the nine mandated elements as shown in the following diagram.

		<u>Typical Elements</u>								
		Land Use	Circulation	Housing	Conservation	Open Space	Seismic Safety	Noise	Scenic Highway	Safety
Rialto G.P. Elements	Hazards	●			●	●	●	●		●
	Natural Resources	●			●	●				
	Aesthetic, Cultural, and Recreational Resources	●				●			●	●
	Community Development	●		●						
	Housing	●		●						
	Infrastructure	●	●		●					

This format is more directed toward an issue-oriented process than the typical nine elements organization. It is organized in a sequential manner as described below.

Beginning the General Plan with Hazards and Natural Resources establishes an early linkage between the land, its characteristics (limitations and resources), and suitable use thereof. These elements relate to the natural environmental base of the City.

Aesthetic, Cultural, and Recreational Resources involve a combination of the natural and the man-made environment. Therefore, this element is designed to compliment the previous two elements in establishing a framework for determination of future "best use" of land.

The Community Development element introduces the social, economic, as well as political needs and concerns of the community into the Plan.

Infrastructure, the full range of physical improvements necessary for sewer and water facilities, fire and police protection, flood control, traffic and circulation, and all other support/service needs, is a critical element of the General Plan and is a direct outgrowth of the Community Development element.

The Housing element, which follows a state-mandated format, is a very significant policy statement of the General Plan. Without a comprehensive definition of housing needs and meaningful plans to satisfy these needs for existing and expected residents of Rialto, the City will experience difficulties in achieving its major goal-creating the "balanced community" with a full range of living, working, and shopping opportunities within its boundaries.

The General Plan is designed for use by citizens who wish to understand long-range City policy, and by planners, developers, and other persons who need a land use policy document which assists the orderly development of the City toward adopted goals.

USE OF THE PLAN

The Rialto General Plan has been carefully designed for use - use by citizens who wish to understand long-range City policy, and use by planners, developers, and other persons who need a land use policy document which assists the orderly development of the City toward adopted goals.

This document contains two major parts. Part One, the General Plan, includes the Introduction, the Summary, and the six elements. This is the prime statement of land use policy by the City of Rialto. As such, it will be subject to full public hearing and environmental processing prior to adoption by the Planning Commission and the City Council. Any future amendments will require the same basic review and hearing process.

Part Two of the documents includes the Master Environmental Assessment (MEA) and Environmental Impact Report (EIR). This material consists of detailed statistical and factual information about the planning area. It is generally organized according to General Plan element classifications and provides the background data and description of factors affecting each element.

Because much of this information is subject to rapid change, the MEA is designed for administrative amendment - no formal adoption or public hearing/review is required. As such, direct revision of sections or pages of the MEA is intended to assure easy, cost-effective updating of this important data base.

Also, the MEA is designed to provide a City-wide catalog of environmental information so that future project documentation can be more focused or even eliminated where appropriate. Greater savings of time and cost should result.

The Rialto planning area consists principally of the 20 square miles within the City's corporate boundary.

The entire Rialto General Plan is contained within a three-ring looseleaf binder for ease of use.

PLAN SUMMARY

PLAN GOALS

This General Plan for the City of Rialto is a strong statement of policies to guide the City toward achievement of the goals contained herein. As such, it is also a reflection of the hopes and aspirations of its citizens.

Goals for this plan were evolved during a period of several months, which involved an extensive public meeting, hearing and review process. They have been structured to respond to the six elements of the plan as follows:

- THE REDUCTION AND EVENTUAL ELIMINATION, WHERE ECONOMICALLY FEASIBLE, OF ALL NATURAL AND MAN-MADE HAZARDS TO LIFE AND PUBLIC SAFETY WITHIN THE CITY OF RIALTO.
- CONSERVATION OF ENERGY AND OTHER CRITICAL NATURAL RESOURCES THROUGH A COMPREHENSIVE PROGRAM TO PROTECT AND ENHANCE THE NATURAL ENVIRONMENT.
- ENRICHMENT OF THE COMMUNITY BY INCREASING THE AVAILABILITY AND USEFULNESS OF THE CITY'S AESTHETIC, CULTURAL, AND RECREATIONAL RESOURCES.
- CONTINUED GROWTH PROVIDING A RANGE OF EMPLOYMENT AND HOUSING OPPORTUNITIES, WHILE ESTABLISHING A STRONGER AND MORE DIVERSIFIED ECONOMY.
- TO PROVIDE INFORMATION AND GUIDANCE FOR RIALTO'S PROGRAM OF CONSTRUCTION, MAINTENANCE, AND FUTURE PROGRAMMING FOR A COMPREHENSIVE SYSTEM OF STREETS, UTILITIES, AND OTHER PUBLIC SERVICES NECESSARY TO THE PROPER FUNCTIONING OF THE CITY.
- PROMOTION OF THE AVAILABILITY OF DECENT HOUSING AND A SUITABLE LIVING ENVIRONMENT FOR EVERY RIALTO FAMILY AND INDIVIDUAL.
- PROMOTE AND ENCOURAGE HOUSING OPPORTUNITIES FOR ALL ECONOMIC SEGMENTS OF THE COMMUNITY, REGARDLESS OF AGE, SEX, ETHNIC BACKGROUND, PHYSICAL CONDITION, OR FAMILY SIZE.

- PROMOTE AND ENCOURAGE THE REHABILITATION OF DETERIORATED DWELLING UNITS AND THE CONSERVATION OF THE CURRENTLY-SOUND HOUSING STOCK.

These goals, and implementing policies, are restated in each of the six elements of the General Plan.

LAND USE POLICY MAP

The graphic depiction of various land use classifications with density ranges and differing land use intensity shows how the Plan will guide future development. The Land Use Policy Map is included as Figure-IV-1 in the Community Development Element. (See Map inside rear cover)

Tabulation of the components of the Land Use Policy Map is presented in Exhibit 1.

EXHIBIT 1

LAND USE POLICY MAP ACREAGE TABULATION

Land Use Category		Total Acres	Vacant
Low-Density Residential (0-3 du's/ac.)		564	128
Medium-Density Residential (3-6 du's/ac.)		5,589	2,508
High-Density Residential (6-21 du's/ac.)		622	354
Total Residential		6,775	2,990
Central Area Commercial ¹		328	51
Community Commercial		145	85
General Commercial (includes Gateway Commer.)		1,015	560
Office		110	90
Total Commercial		1,598	786
Industrial Park		428	308
Light Industrial ²		1,673	1,275
General Industrial ³		1,087	625
Industrial Reserve		1,373	1,126
Total Industrial		4,561	3,334
Parks and Open Space ⁴		385	190
Public Facilities and Schools ⁵		260	25
Total ⁶		13,579	7,325
Specific Plan Target Areas	Northwest Area	1,885	1,638
	Airport Master Plan	867	660
	Central Area	328	51
	Foothill Boulevard	465	180
	City Entry Area	350	220
	Bloomington Avenue	120	90
Total Specific Plan Target Area		4,015	2,839

3/1/85

Note: Footnotes listed on following page

Footnotes:

- 1 Central Area Specific Plan area includes some residential uses.
- 2 Airport Master Plan included in this category.
- 3 Includes 130 acre area between Santa Ana Avenue, and Jurupa Avenue, and east of Lilac Avenue. Currently proposed for annexation.
- 4 Excluding El Rancho Verde Country Club and Lytle Creek Wash within city Sphere of Influence.
- 5 Excludes Public Facilities in the Central Area Specific Plan area.
- 6 Includes county island and areas north of Highland Avenue, excepting Lytle Creek Wash and El Rancho Verde Country Club.

PLAN IMPLEMENTATION

The General Plan is a tool to be used by the City Planning Commission and City Council in on-going decision-making. As such, it is not absolute and inflexible. It requires annual review by the City Planning Commission to assure its adequacy (in accord with Government Code 65400 b).

Since it is not a regulatory document by itself, the Plan must be implemented through a continuing series of zoning ordinances, financing programs, capital improvement programs, and other official actions by the City of Rialto.

The primary means of implementing the General Plan is the City's zoning ordinance. As an exercise of the state delegated "police power", the City has the authority and responsibility to take actions necessary to promote the public health, safety, and general welfare. Adoption of this general plan will require rezoning of some parcels to assure consistency with the Plan (as required by state law).

Another means of implementing the Plan and its policies is the City's subdivision ordinance. Regulations of the design and improvement of land when it is divided for sale and/or development is an effective technique.

The City's housing and building codes are additional implementation tools. Most of these codes are fairly uniform from one city to another. However, there are opportunities for special procedures and requirements where local conditions warrant.

The City's ongoing Capital Improvement Program is also an important implementation tool. Rialto's need for additional streets, water, sewer and drainage facilities, and other services, must be carefully planned and programmed.

I. HAZARDS ELEMENT

GOAL: THE REDUCTION AND EVANTUAL ELIMINATION, WHERE ECONOMICALLY FEASIBLE, OF ALL NATURAL AND MAN-MADE HAZARDS TO LIFE AND PUBLIC SAFETY WITHIN THE CITY OF RIALTO.

Webster's defines a hazard as a "risk, peril, or danger ...". In the urban context, hazards include a long list of environmental factors which may threaten the community's safety, well-being, or both.

The hazards identified below have been determined to be significant to the City of Rialto. They are selected as issues to be addressed in this element of the General Plan. Other defined hazards which are insignificant in Rialto include inundation from seismically induced dam failure, cliff erosion, tsunamis and seiches.

Issue Assessment - (MEA Reference II-A-1)

GEOLOGIC / SEISMIC HAZARDS

Rialto is located near three major fault systems. However, only the northeastern portion of the city contains an active fault: the San Jacinto fault system. The primary hazards associated with seismic activity are surface rupture, ground shaking, and ground failure. In an earthquake, the city could sustain considerable damage, including shifting of buildings from foundations, breakage of underground pipes, and opening of ground cracks. Fire associated with fuel storage and manufacturing uses forms a secondary hazard in relation to Rialto's seismicity. Ruptured underground gasoline storage tanks have the potential to contaminate the city's groundwater as well as down stream water outside of the city boundaries.

The greatest potential danger to the public in time of earthquake comes from damage to and/or collapse of occupied structures. In general, older buildings are more likely to sustain earthquake damage than newer buildings. There is a potential conflict between the objective of landmark building preservation and mitigating earthquake damage.

Implementation Policies;

- THE CITY'S EMERGENCY PLAN SHALL INCLUDE EMERGENCY PROCEDURES FOR EARTHQUAKE SITUATIONS.
- EXISTING STRUCTURES WHICH ARE SEISMICALLY UNSOUND SHALL BE IDENTIFIED AND PROGRAMMED FOR MITIGATION OR REMOVAL WHERE NECESSARY TO PROTECT THE PUBLIC SAFETY. CULTURAL AND HISTORIC SIGNIFICANCE OF BUILDINGS SHALL BE CONSIDERED IN THIS PROGRAM.

FLOOD HAZARDS

Issue Assessment - (MEA Reference II-A-2)

Rialto was included in a San Bernardino County Federal Flood Insurance Study published in June, 1974. The only floodprone area within the city is a zone adjacent to the Lytle Creek Channel. This area is considered unsuitable for habitable structures because of potential flood danger, as well as seismic hazards.

Sheet flow of rain water from hillside areas has resulted in some localized street flooding in the community. Protective measures include check dams in the northern portion of the city and a storm drainage system. Localized areas where sheet flooding has been a problem in the past are described in the MEA.

Implementation Policies:

- FLOOD HAZARD AREAS OF THE CITY SHALL BE IDENTIFIED. SPECIAL DEVELOPMENT STANDARDS SHALL BE APPLIED TO ANY NEW CONSTRUCTION AND/OR CHANGE IN LAND USE WITHIN THESE AREAS.
- THE CITY SHALL COORDINATE FLOOD CONTROL EFFORTS WITH APPROPRIATE JURISDICTIONS (I.E., CITIES OF COLTON AND FONTANA, AND SAN BERNARDINO COUNTY AND CITY).
- RELIEF OF EXISTING FLOODING PROBLEMS IN DEVELOPED AREAS SHALL HAVE PRIORITY IN THE CITY'S CAPITAL IMPROVEMENTS PROGRAM OVER CONSTRUCTION OF NEW FLOOD CONTROL SYSTEMS TO PERMIT NEW DEVELOPMENT.

FIRE HAZARDS

Issue Assessment - (MEA Reference II-A-3)

The most serious fire threat within the planning area relates to man-made features; forest fires are not a hazard. Brush fires present a minor problem to freeway embankments of the city and in an area north of Baseline and west of Cactus Avenue. Private weed abatement efforts greatly reduce the risk of this hazard.

Implementation Policy:

- THE DISASTER PREPAREDNESS PLAN SHALL INCLUDE EMERGENCY PROCEDURES FOR FIRE SITUATIONS TO INCLUDE EVACUATION OF ASSEMBLY OCCUPANCY BUILDINGS.
- EXISTING STRUCTURES WHICH TEND TO INCREASE FIRE HAZARD SHALL BE IDENTIFIED AND PROGRAMMED FOR MITIGATION OR REMOVAL WHERE NECESSARY TO PROTECT THE PUBLIC SAFETY.

HAZARDOUS MATERIALS

Issue Assessment - (MEA Reference II-A-4)

Potentially hazardous chemicals and other materials are necessary to some manufacturing plants within the city. In addition, there are some hazards associated with the petroleum tank farm in the southern portion of the city.

Hazardous materials are likely to be transported through Rialto by rail or freeway. Accidents involving vehicles carrying such materials are possible.

Implementation Policies:

- TRANSPORTERS OF HAZARDOUS MATERIALS THROUGH THE CITY OF RIALTO SHALL MAKE ADEQUATE PROVISION FOR THE SAFETY OF WORKERS AND RESIDENTS IN THE VICINITY.
- UNLICENSED DUMPING OF TOXIC OR HAZARDOUS MATERIALS INTO THE GROUND OR WATER IN RIALTO SHALL BE PROHIBITED.
- STORAGE OF INDUSTRIAL CHEMICALS AND OTHER POTENTIALLY HAZARDOUS SUBSTANCES SHALL MEET ALL APPLICABLE FIRE PREVENTION REGULATIONS.

SAFETY HAZARDS

Issue Assessment - (MEA Reference II-A-6)

All urban areas are faced with the possibility of major disasters which threaten life, safety, and property. Rialto has an Emergency Plan which was prepared in an effort to ensure the most effective and economical use of all available resources for the maximum benefit and protection of the city's population in time of emergency.

Implementation Plan:

- THE CITY OF RIALTO SHALL ADOPT, ANNUALLY REVIEW, AND ADEQUATELY PUBLICIZE THE EMERGENCY PLAN. THIS PLAN INCLUDES POLICIES FOR COORDINATION BETWEEN THE VARIOUS CITY DEPARTMENTS, SAN BERNARDINO COUNTY AGENCIES, PUBLIC UTILITIES, AND SPECIAL DISTRICTS.
- THE EMERGENCY PLAN SHALL INCLUDE PROCEDURES FOR RESPONSE TO RAIL AND FREEWAY HAZARDOUS MATERIALS ACCIDENTS.
- THE CITY'S EMERGENCY PLAN WILL INCLUDE PROCEDURES FOR EARTHQUAKE SITUATIONS.
- POLICE, FIRE, AND OTHER EMERGENCY SUPPORT FACILITIES SHALL BE ADEQUATELY STAFFED AND LOCATED TO PROTECT THE ENTIRE COMMUNITY.

NOISE HAZARDS

Issue Assessment - (MEA Reference: II-A-5)

In the Rialto planning area, there are four principal sources of noise emissions which reach or exceed 65 dB CNEL:

1. Railroad lines - operations on the Southern Pacific and Santa Fe lines, especially in relation to the Southern Pacific Switching Yard;
2. Freeway - traffic from the San Bernardino Freeway (I-10). Trucks are the primary source of freeway noise, although this source will be reduced somewhat in future years as the California Vehicle Code Standards are enforced and older trucks are replaced with new, quieter trucks;
3. City streets - noise levels generated by traffic on city arterial highways are of sufficient magnitude to warrant concern; and
4. Aircraft - aircraft operations at the Rialto Municipal Airport have necessitated the definition of noise zones for impacted areas.

Prolonged exposure to noise levels above 65 dB CNEL is considered a potential health hazard.

Relationship to state guidelines

California Government Code, Section 65302(g), requires local General Plans to contain a noise element which includes contours describing present and projected noise levels associated with major transportation systems. Such contours are to be shown in minimum increments of five decibels and continued down to 65dB. Conclusions regarding appropriate compatible land use are to be identified within the plan.

These contours are included as Figure I-1. Table I-1 describes land use compatibility guidelines.

Implementation Policies:

- FUTURE DEVELOPMENT WITHIN NOISE IMPACT AREAS SHALL BE CAREFULLY REVIEWED PRIOR TO CITY APPROVAL TO ENSURE THE BEST POSSIBLE ENVIRONMENTAL QUALITY FOR RESIDENTS, WORKERS, AND SHOPPERS.
- NEW RESIDENTIAL CONSTRUCTION IN AREAS IMPACTED BY NOISE SHALL INCLUDE ADEQUATE SOUND INSULATION.

LEGEND

City Boundary

Sphere of Influence Boundary

Major Arterials

Major Arterials (Divided)

Arterials and Highways

Secondary Roads

Proposed Interchange

65 dBA Highway Noise

65 dBA Railroad Noise

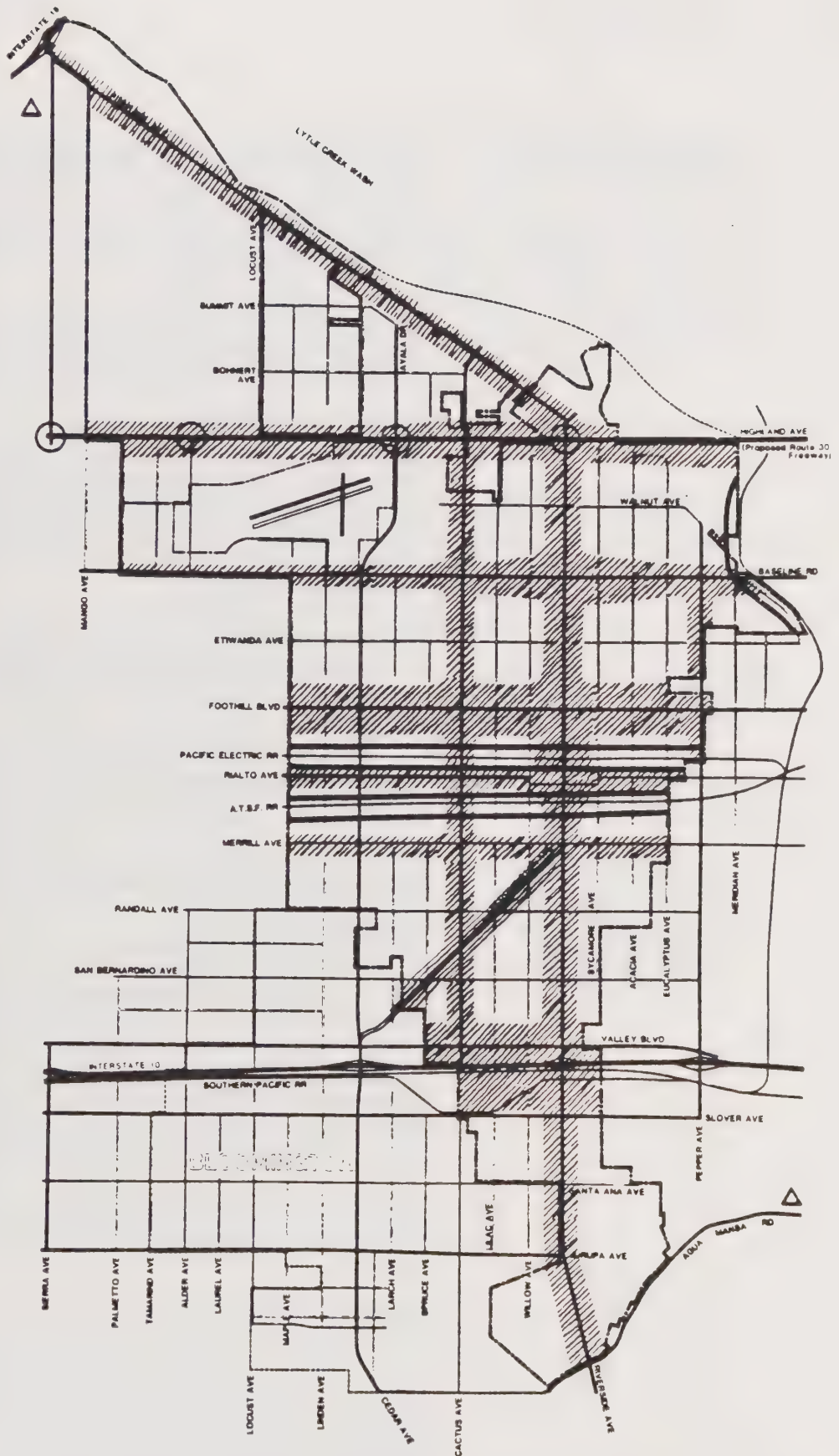


FIGURE 1-1
NOISE CONTOURS

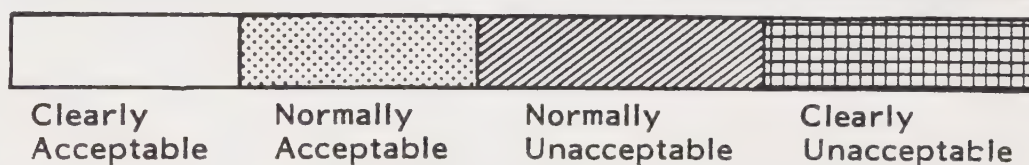
SOURCE: City of Rialto

4000 0
SCALE IN FEET
Beland Associates Inc

RIALTO

TABLE I-1
LAND USE COMPATIBILITY FOR
COMMUNITY NOISE EQUIVALENT LEVELS (CNEL)

LAND USE	CNEL VALUE					
	45	55	65	75	85	95
Mobile Homes						
Single-Family, Town-house, Apartment						
Hotels, Motels						
Schools, Churches, Libraries						
Auditoriums, Concert Halls						
Parks, Playgrounds						
Offices						
Retail Commercial, Theatres, Restaurants						
Wholesale Commercial, Light Industrial						
Farming/Groves						



Clearly Acceptable: The noise exposure is such that the activities associated with the land use may be carried out with essentially no interference from aircraft noise. (Residential areas: both indoor and outdoor noise environments are pleasant.)

Normally Acceptable: The noise exposure is great enough to be of some concern, but common building constructions will make the indoor environment acceptable, even for sleeping quarters. (Residential areas: the outdoor environment will be reasonably pleasant for recreation and play.)

Normally Unacceptable: The noise exposure is significantly more severe, so that unusual and costly building constructions are necessary to ensure adequate performance of activities. (Residential areas: barriers must be erected between the site and prominent noise sources to make the outdoor environment tolerable.)

Clearly Unacceptable: The noise exposure at the site is so severe that construction costs to make the indoor environment acceptable for performance of activities would be prohibitive. (Residential areas: the outdoor environment would be intolerable for normal residential use.)

Source: HUD Noise Assessment Guidelines, August, 1971.

Implementation Policies:

- ENCOURAGE CITIZEN PARTICIPATION IN THE IDENTIFICATION OF NOISE SOURCES AND IN THE MAINTENANCE AND PRESERVATION OF LOW NOISE LEVELS IN RESIDENTIAL AREAS.
- CONTINUE TO TAKE RESTORATIVE MEASURES TO REMEDY AND REDUCE HIGH NOISE AREAS WITHIN THE CITY.

II. NATURAL RESOURCES ELEMENT

GOAL: CONSERVATION OF ENERGY AND OTHER CRITICAL NATURAL RESOURCES THROUGH A COMPREHENSIVE PROGRAM TO PROTECT AND ENHANCE THE NATURAL ENVIRONMENT.

"Resource" is defined as "something that lies resdy for use or which can be drawn upon ... to take care of a need". Natural resources of significance to the typical city, including the City of Rialto, are usually defined as water, air, energy, and, to a lesser extent, soils. Other natural resources which are not significant to the city include minerals, forests, rare and endangered plants and fish and wildlife.

<u>WATER RESOURCES</u>	<u>Issue Assessment - (MEA Reference: II-B-1)</u>
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The City of Rialto, the West San Bernardino County Water District, and the Fontana Water Company derive most of their supplies from the Lytle Creek and Rialto-Colton Basins. The City and Fontana Water Company's filtration plants receive water diverted from the surface flow of Lytle Creek. The balance of domestic water produced by the City and the County comes from deep wells in the two basins already mentioned.

The Lytle Creek Basin is recharged by winter storm runoff in the Lytle Creek watershed.

Winter storms do not adequately recharge the Rialto-Colton Basin; consequently, this aquifer must be recharged with imported water. The San Bernardino Valley Municipal Water District (SBVWD) owns 19 acres of land near the intersection of Riverside and Linden Avenues; nine acres of percolation ponds have currently been constructed, and the SBVMWD hopes to cover the other ten acres with spreading ponds as well. In 1982-83, the district spread between 4,000 and 5,000 acre feet of State Water Project water; when the full 19 acres are covered with

spreading ponds, the total will be 10,000 acre feet per year. Based on present rates of pumping in the basin, 10,000 acre feet per year of recharge water will be necessary to prevent a serious basin overdraft.

The City of Rialto has acquired a variety of water rights over the years through court decisions and the purchase of stock in water companies.

The West San Bernardino County Water District was formed in the early 1900s by the merger of the two original water purveyors in the Rialto area: the Lytle Creek Water and Improvement Company, and the Citizens' Land and Water Company. Like the city, the County Water District has acquired its water rights through court decisions and other means.

Implementation Policies:

- THE RECLAMATION OF TREATED SEWAGE EFFLUENT SHALL BE ENCOURAGED (E.G., WATERING GOLF COURSES, CEMETARIES, PARKS, ETC.).
- THE GENERAL PLAN RECOGNIZES THE NEED FOR AQUIFER RECHARGE FACILITIES (E.G., PONDS, PUMPING, POROUS PAVEMENTS, ETC.).
- WATER CONSERVATION SHALL BE ENCOURAGED BY THE INCLUSION AND PLACEMENT OF WATER-SAVING DEVICES IN NEW AND EXISTING DEVELOPMENT.

AIR QUALITY RESOURCES

Issue Assessment - (MEA Reference II-B-2)

Air pollutants are transported and dispersed by meteorological processes. Meteorological factors important to the transport of air pollution within the South Coast Air Basin are wind speed and direction and the presence of atmospheric temperature inversions. Wind conditions control both the local and regional trajectory of emissions.

During the day the air coming into Rialto has often traversed numerous pollution source areas from the more heavily urbanized and industrial regions to the west. At night, the air arriving in Rialto has passed over far fewer sources of air pollution which results in better air quality, particularly in winter, than the often poor air quality on many summer afternoons.

The problem of a long transport distance over many pollution sources in summer is compounded by temperature inversions that exacerbate the pollution problem. In summer, the air within the high pressure center over the ocean sinks and warms. Near the ocean's surface, the air cools by contact with the cool water. This forms a shallow, well-mixed layer of marine air about 1,000 feet deep capped by a massive layer of warm air. Pollutants emitted near the ground remain trapped within that shallow layer. As each pollution source adds its contribution to that layer, the air arriving at the eastern portion of the Los Angeles metropolitan area can become highly polluted with visibility degrading aerosols and with unhealthful, invisible gaseous pollutants. This condition will continue and become more concentrated until either the inversion breaks or surface winds increase to disperse the pollutants horizontally.

Implementation Policies:

- AIR QUALITY SHALL BE MAINTAINED AND IMPROVED WHEN POSSIBLE THROUGH LAND USE PATTERNS WHICH DECREASE AUTOMOBILE TRAVEL BETWEEN HOME AND WORKPLACE.
- THE CITY SHALL PROMOTE THE GROWTH OF CLEAN INDUSTRY WHICH DOES NOT INCREASE AIR POLLUTION.

ENERGY RESOURCES Issue Assessment - (MEA Reference: II-B-3)

Conservation of natural energy resources is of the highest priority, both nationally and locally. Measures which result in the conservation of energy can be divided into three major categories: (1) incorporation of energy-conserving features in new construction, (2) installation of energy-conserving features into existing structures, and (3) residents practicing energy-conserving measures. Most of the features which can be incorporated into new construction can also be installed in existing units. A suggested list of such features, as well as a list of potential conservation measures which can be practiced by residents, is included in an appendix to the MEA.

There are a variety of programs available to builders and property owners dealing with energy conservation. Such programs are found at federal, state, and local levels, and include a wide range of strategies. To attempt a comprehensive list of such programs is beyond the scope of the current study.

At the present time, some of the most accessible programs for both builders and property owners are being undertaken by the larger utility companies; specifically, the Southern California Edison Company and the Southern California Gas Company. The Gas Company offers awards to builders who construct projects which meet specific energy efficiency standards. In addition, both the Gas Company and the Edison Company provide assistance to consumers. This includes special consumer information sections which disseminate conservation information through community organizations and special programs, bill inserts, as well as education programs through local schools.

Implementation Policies:

- THE CITY SHALL INITIATE AN ACTIVE ENERGY CONSERVATION PROGRAM. THIS COULD BE ACCOMPLISHED IN CONJUNCTION WITH PROGRAMS CURRENTLY OPERATED BY THE MAJOR UTILITY COMPANIES. INCENTIVES FOR DEVELOPMENTS WHICH UTILIZE CONSERVATION TECHNIQUES TO SAVE ENERGY AND CONSERVE RESOURCES WOULD BE PROVIDED.

- ENERGY CONSERVATION SHALL BE ENCOURAGED BY INCORPORATION OF DESIGN STANDARDS FOR NEW DEVELOPMENT WHICH MINIMIZE THE CONSUMPTION OF NON-RENEWABLE ENERGY RESOURCES. DEVELOPERS ARE SPECIFICALLY ENCOURAGED TO PRESENT INNOVATIVE TECHNIQUES TO THE CITY FOR REVIEW AND CONSIDERATION.
- PROVISION FOR SOLAR ACCESS, INDUSTRY DEVELOPMENT INCENTIVES FOR BOTH ACTIVE AND PASSIVE SOLAR UTILIZATION, SHALL BE PURSUED.
- WIND ENERGY UTILIZATION SHALL BE ENCOURAGED WHERE PRACTICABLE.

SOILS/
AGRICULTURAL
RESOURCES

Issue Assessment - (MEA Reference: II-B-4)

Soils in Rialto are typical of alluvial fans and plains. Although they are suitable for irrigated crops, inherent fertility is moderate to low. Agricultural suitability is within Class II. These soils are not considered prime agricultural soils. They do, however, have a moderate potential for wind and water erosion. Detailed soils data is included as an appendix to the MEA.

Although Rialto began as an agricultural community, there is little or no commercial farming still conducted in the city.

Implementation Policies:

- EXISTING AGRICULTURAL USES SHALL BE PERMITTED TO REMAIN AT THE OWNER'S PREROGATIVE. TRANSITION OF AGRICULTURAL TO MORE URBANIZED USES IS EXPECTED AND CONSISTENT WITH CITY OBJECTIVES FOR THE FUTURE.
- EROSION CONTROL MEASURES SHALL BE REQUIRED AS DESCRIBED IN "HAZARDS" ELEMENT OF THE PLAN.

III. AESTHETIC, CULTURAL, AND RECREATIONAL RESOURCES

GOAL: ENRICHMENT OF THE COMMUNITY BY INCREASING THE AVAILABILITY AND USEFULNESS OF THE CITY'S AESTHETIC, CULTURAL, AND RECREATIONAL RESOURCES.

The aesthetic, cultural, and recreational resources of a city include those programs and facilities which refresh or enhance people's minds and bodies. These consist of parks and recreation, scenic vistas, historic/cultural resources including archaeological sites, and library facilities in the City of Rialto.

PARKS/OPEN SPACE RESOURCES

Issue Assessment - (MEA Reference: II-C-1)

Major Significance: City-Wide

Parks, recreational facilities, and related services in Rialto are provided primarily by the City of Rialto Parks and Recreational Department. There are five parks within the city, totalling 67 acres. In addition, there are 15 schools (ten elementary, three junior high, and two high schools) with recreational facilities.

The city has had an active parks and recreation planning program for some time. The current Parks and Recreation Element was completed in 1979 and has been adopted by the city. This element is incorporated in the MEA by reference.

Implementation Policies:

THE CITY SHALL ACQUIRE, MAINTAIN, AND OPERATE PARK AND RECREATION FACILITIES WHICH ARE ADEQUATE FOR THE EXISTING AND PROJECTED POPULATIONS.

FUTURE NEEDS OF THE COMMUNITY SHALL BE ACCOMMODATED BY MEANS OF JOINT PUBLIC/PRIVATE COOPERATION TO PROVIDE NECESSARY FACILITIES.

NEW RESIDENTIAL DEVELOPMENT SHALL BE ENCOURAGED TO PROVIDE PRIVATE RECREATIONAL OPPORTUNITIES FOR ITS RESIDENTS.

COORDINATE WITH SURROUNDING COMMUNITIES AND THE COUNTY OF SAN BERNARDINO IN THE DEVELOPMENT OF REGIONAL PARKS DESIGNED TO SERVE THE SUB-REGION.

OPEN SPACE SHALL BE PROTECTED AND EXPANDED WHERE FEASIBLE. SPECIAL CONSIDERATION SHOULD BE GIVEN TO ENVIRONMENTALLY SENSITIVE ZONES.

NEW DEVELOPMENT UNDER SPECIFIC PLAN PROCEDURES SHALL INCLUDE PROVISION FOR NEW TRAILS AND BIKEWAYS AS APPROPRIATE.

SCENIC HIGHWAYS
AND VISTAS

Issue Assessment - (MEA Reference: II-C-2)

Scenic views of nearby mountains to the north are prominent from a number of locales within the community. There are no designated scenic highways within Rialto.

Implementation Policies:

SCENIC RESOURCES OF THE CITY SUCH AS STREET TREES SHALL BE PROTECTED FROM HARMFUL IMPACTS AND SHALL BE ENHANCED AND MAINTAINED AS COMMUNITY ASSETS.

DESIGN OF NEW DEVELOPMENT SHALL RESPECT AND PRESERVE THE VIEW OPPORTUNITIES OF EXISTING DEVELOPMENT IN THE AREA.

A PROGRAM TO PLANT TREES IN THE COMMUNITY SHALL BE DEVELOPED: THIS WILL INCLUDE THE ACTIVE PARTICIPATION OF PUBLIC SERVICE CLUBS.

CITY ENTRY POINTS, ESPECIALLY RIVERSIDE AVENUE AND THE I-10 FREEWAY, SHALL BE SUBJECT TO SPECIAL DESIGN CRITERIA AND STANDARDS AS WELL AS CITY-FUNDED IMPROVEMENTS AS OUTLINED IN THIS PLAN.

CULTURAL/
HISTORIC/
ARCHAEOLOGICAL
RESOURCES

Issue Assessment - (MEA Reference: II-C-3)

In 1979, a survey of known archaeologic sites was prepared by Scientific Resource Survey, Inc. as part of the environmental studies for the Wastewater Treatment Plant expansion. Most of these sites are located on the bluff above Lytle Creek. Several have been destroyed by past development activity and one was recently scientifically excavated to ascertain its importance prior to construction at the locale. The exact location of these sites is on record at the City of Rialto Planning Department. General areas in which there is a potential for archaeologic discoveries are shown in an appendix to the MEA.

There are no paleontological (i.e., fossils, plants and animals) sites known in Rialto.

A comprehensive "History of Rialto" by Martha G. Stoebe in collaboration with L. Roy Bemis was published in 1976; copies are available at the local library, schools, and Rialto Historical Society Museum.

Implementation Policies:

THE CITY SHALL INSTITUTE PROCEDURES TO ENSURE THAT REMAINING ARCHAEOLOGIC RESOURCES ARE NOT DESTROYED BY NEW DEVELOPMENT BEFORE THEIR SCIENTIFIC VALUE CAN BE ASSESSED BY COMPETENT PROFESSIONALS.

A PROGRAM TO IDENTIFY AND PRESERVE HISTORIC STRUCTURES SHALL BE DEVELOPED.

LIBRARY FACILITIES Issue Assessment - (MEA Reference: II-C-4)

Rialto participates in the San Bernardino County library system. There is a 50,000-volume library located in the Civic Center complex. Libraries are also maintained at the public schools.

Implementation Policies:

THE CITY SHALL SEEK SUPPLEMENTAL FUNDING SOURCES (INCLUDING PRIVATE SUPPORT) TO MEET FUTURE EXPANSION NEEDS OF THE LIBRARY SYSTEM.

IV. COMMUNITY DEVELOPMENT ELEMENT

GOAL: CONTINUED GROWTH PROVIDING A RANGE OF EMPLOYMENT AND HOUSING OPPORTUNITIES, WHILE ESTABLISHING A STRONGER AND MORE DIVERSIFIED ECONOMY.

To develop is defined as "to cause to become gradually fuller, larger, better ...". Community development can, therefore, describe the process of improving and "bettering" the city. It includes a program of actions which deal with the physical problems and opportunities which confront the community.

LAND USE

Issue Assessment - (MEA Reference: II-D-1)

Major Significance: Community-wide

Rialto today is a mixture of land uses. The City comprises approximately 12,800 acres (20 square miles) of which nearly 5,360 acres (42%) is vacant. Of developed land in the city, 26% is residential, nearly all of which is comprised of single-family residences, 3% is commercial, 5% is industrial, with the remaining 24% consisting of parks, recreational uses, open space, public facilities, and transportation facilities. The City is traversed from east to west by the San Bernardino (Interstate 10) Freeway in the south, and the proposed Route 30 Freeway which would parallel Highland Avenue in the north. Interstate 15 parallels a small portion of the northwest corner of the city. Southern Pacific, AT&SF, and Pacific Electric Rail Lines also traverse the City from east to west. In addition, several utility corridors also bisect the City. The need to integrate new development with developed portions of the City calls for special attention. This includes not only insuring that future development is in keeping with the character of Rialto, but also that adequate services can be provided.

The analysis of the City presented in the MEA has resulted in the identification of several factors which will greatly influence future development; these are listed as follows:

- Rialto is at the center of one of the more dynamic growth areas in California.
- Rialto has the potential for being served by an extensive regional circulation system through the 1-10 Freeway and proposed Route 30 Freeway;
- Rialto's Municipal Airport has a strong potential for development which, in turn, could attract business and industry;
- Rialto has a significant amount of potentially developable land suitable for a variety of different land uses.

This General Plan defines land use policy for the City through this Element and the General Plan Land Use Policy Map, see Figure IV-1. A large scale version of this map is available at the City Planning Office.

The Land Use Policy Map describes the general pattern of land uses at buildout of the entire City as well as portions of unincorporated areas which are within the City's Sphere of Influence. The Bloomington area, excepting a 130 acre industrial area between Santa Ana and Jurupa Avenues and east of Lilac Avenue which is currently (8-84) proposed for annexation, is excluded from this plan. This area is subject to its own community plan prepared by a local committee under the county's jurisdiction; even though the area is within the City's Sphere of Influence, it was felt that to plan for this area would result in an unnecessary duplication of effort as well as undermine previous community-sponsored planning efforts.

Although the Land Use Policy Map presents land use categories covering the entire City, the expected time-frame for the Plan is limited to the Year 2000. It is expected that large portions of property annexed to the City in the last several years, especially in the northern part of the City, will stand vacant in 2000. The Plan assumes that approximately one-half of the present vacant areas, or about 2,200 acres, will be developed within the next 15 years. Circumstances of owner intent, interest rates, market demand, and many other variables, will affect this process. The Land Use Policy Map should be interpreted as a general guide only; it, along with the written policies and guidelines expressed in this Element, are intended to direct the amount and define the type and relationships between the various land uses.

FIGURE IV-1
LAND USE POLICY MAP
(See Map, Inside Rear Cover)

An acreage breakdown of the areas illustrated on the Land Use Policy Map (Figure IV-1) is presented on Table IV-1. The total acreage and percent by land use category, as well as the amount of land which is currently (3/1/84) vacant within each category, is given. This table should be updated on a regular basis to reflect General Plan amendments and new development.

The classifications shown on the Policy Map are for General Plan purposes only; and are, therefore, not as detailed as those found on a zoning map. State law requires that the City's zoning be consistent with its General Plan; however, it is common to have more than one zoning classification covered under a single General Plan designation.

Implementation Policies:

- ENCOURAGE ADDITIONAL COMMERCIAL AND INDUSTRIAL DEVELOPMENT THROUGH IMPLEMENTATION AND CONTINUED REVIEW OF THE DOWNTOWN SPECIFIC PLAN AND AIRPORT MASTER PLAN.
- ENCOURAGE LARGE SCALE, SELF-CONTAINED PROJECTS WHICH PROVIDE FOR MANY OF THEIR OWN SERVICES THROUGH DEVELOPMENT INCENTIVES OUTLINED IN THE PLAN.
- CONSIDER THE COST/REVENUE IMPLICATIONS OF PROPOSED PROJECTS.
- ACTIVELY PURSUE THE USE OF REIMBURSEMENT DISTRICTS, ASSESSMENT DISTRICTS, AND DEVELOPMENT BONDS TO HELP DEFRAY THE COSTS OF DEVELOPMENT TO THE CITY AND PROVIDE INCENTIVES TO PRIVATE DEVELOPERS.
- ENCOURAGE NEW DEVELOPMENT IN AREAS ADJACENT TO URBANIZED PORTIONS OF THE COMMUNITY.
- PURSUE THE DEVELOPMENT AND IMPLEMENTATION OF COMMUNITY DESIGN STANDARDS TO HELP IMPROVE THE QUALITY OF EXISTING DEVELOPMENT.

TABLE IV-1
LAND USE POLICY MAP ACREAGE TABULATION

Land Use Category		Total Acres	Vacant
Low-Density Residential (0-3 du's/ac.)		564	128
Medium-Density Residential (3-6 du's/ac.)		5,589	2,508
High-Density Residential (6-21 du's/ac.)		622	354
Total Residential		6,775	2,990
Central Area Commercial ¹		328	51
Community Commercial		145	85
General Commercial (includes Gateway Commer.)		1,015	560
Office		110	90
Total Commercial		1,598	786
Industrial Park		428	308
Light Industrial ²		1,673	1,275
General Industrial ³		1,087	625
Industrial Reserve		1,373	1,126
Total Industrial		4,561	3,334
Parks and Open Space ⁴		385	190
Public Facilities and Schools ⁵		260	25
Total ⁶		13,579	7,325
Specific Plan Target Areas	Northwest Area	1,885	1,638
	Airport Master Plan	867	660
	Central Area	328	51
	Foothill Boulevard	465	180
	City Entry Area	350	220
	Bloomington Avenue	120	90
Total Specific Plan Target Area		4,015	2,839

3/1/85

Note: Footnotes listed on following page

Footnotes :

- 1 Central Area Specific Plan area includes some residential uses.
- 2 Airport Master Plan included in this category.
- 3 Includes 130 acre area between Santa Ana Avenue, and Jurupa Avenue, and east of Lilac Avenue. Currently proposed for annexation.
- 4 Excluding El Rancho Verde Country Club and Lytle Creek Wash within city Sphere of Influence.
- 5 Excludes Public Facilities in the Central Area Specific Plan area.
- 6 Includes county island and areas north of Highland Avenue, excepting Lytle Creek Wash and El Rancho Verde Country Club.

- IMPLEMENTATION OF GENERAL PLAN GOALS SHALL BE REVIEWED ANNUALLY; THIS WILL INCLUDE AN ASSESSMENT OF THE RELATIONSHIP BETWEEN GENERAL PLAN LAND USE DESIGNATIONS AND EXISTING LAND USE AT THE TIME OF THE REVIEW.
- COST /REVENUE POTENTIAL ROLES WITHIN THE REGIONAL MARKET AREA WILL BE REVIEWED ANNUALLY AS AN INTEGRAL PART OF THE GENERAL PLAN.
- INVESTIGATE THE USE OF A JOINT-POWERS AGREEMENT BETWEEN THE MUNICIPAL AIRPORT AND THE COUNTY OF SAN BERNARDINO.

PRECISE PLANS

Major Significance:

All potential development, excepting areas governed by Specific Plans.

The use of Precise Plans represents a continuation of past City policies. Implementing resolutions, guidelines, and a Design Review Committee are currently being used to oversee development. Precise Plans are applicable for all development approvals within the city. As incorporated into the General Plan, this process will usually be applied to smaller scale projects, while the use of Specific Plans, described in the following section, is encouraged for larger-scale multi-phased projects. Principle aspects of Precise Plans include the following:

- Submittal of complete plot plans, including landscaping, parking, setbacks, etc.
- Submittal of a project description stating the use, number of dwelling units, if applicable, height, building area, etc.
- Submittal of on- and off-site utility requirements.
- Description of potential environmental effects.

Implementation Policy:

- PRECISE PLANS SHALL BE APPLIED TO ALL PROPOSED DEVELOPMENT PROJECTS, EXCEPT IN CASES WHERE A PRIVATE PROJECT SPECIFIC PLAN IS UNDERTAKEN.

SPECIFIC PLANS

Major Significance:
All potentially developable portions of the community.

In addition to the use of Precise Plans, which apply to small-scale development projects, the city has adopted the use of the Specific Plan concept as a way of expediting the implementation of General Plan Goals and Policies. Specific Plans are used in two basic ways, as follows:

- encourage and speed the processing of large-scale private developments; and
- target certain areas of the city with particular planning needs.

The use of the Specific Plan concept is an integral part of the Community Development Element, and is intended to help insure that potential development is in keeping with General Plan Goals and Policies. The discussion which follows describes in more detail the two ways in which the Specific Plans will be utilized.

Private Project Specific Plans: Specific Plans can significantly reduce the processing time for tentative maps, zone changes, and environmental review. Because a targeted area is analyzed in detail and development standards are set, there is no need for other design reviews once the tentative map is approved. A developer's uncertainty about whether a project will be approved is also lessened, since a local legislative body must set its priorities for appropriate land uses when the Specific Plan is formulated. Because the location and size of capital facilities and public improvements have already been decided, a developer knows from the outset how to design a project to take the greatest advantage of the area.

The State Office of Planning & Research describes the contents of a Specific Plan as follows:

"A Specific Plan must include all detailed regulations, conditions, programs, and proposed legislation which shall be necessary for the systematic implementation of each element of the general plan (Government Code Section 65451).

It must also show existing and proposed land uses by parcel. The section goes on to require that a Specific Plan include regulations, conditions, programs, and proposed legislation regarding:

- The location of and standards for land uses, buildings, and facilities;
- The location of and standards for streets, roads, and other transportation facilities;
- Standards for population density and building intensity and provisions for supporting services;
- Standards for the conservation, development, and use of natural resources;
- Provisions for implementing the open space element;
- Other appropriate measures."

The content of the Specific Plan would be prepared by a project developer, consultant, or City staff and be subject to City review and municipal legislative approval. The Rialto Downtown Specific Plan concept map is presented on Figure IV-2 as an example of a Specific Plan.

The General Plan encourages the use of development agreements between the city and private developers as the principal means of implementing privately initiated Specific Plans. Once formally adopted by the city through a development agreement, the land use policies for a project as defined in the Specific Plan would supercede city zoning and other planning requirements.

LEGEND



COMMERCIAL



PROFESSIONAL /
OFFICE



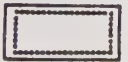
COMMERCIAL /
MANUFACTURING



PUBLIC /
QUASI-PUBLIC



RESIDENTIAL



OPPORTUNITY AREA

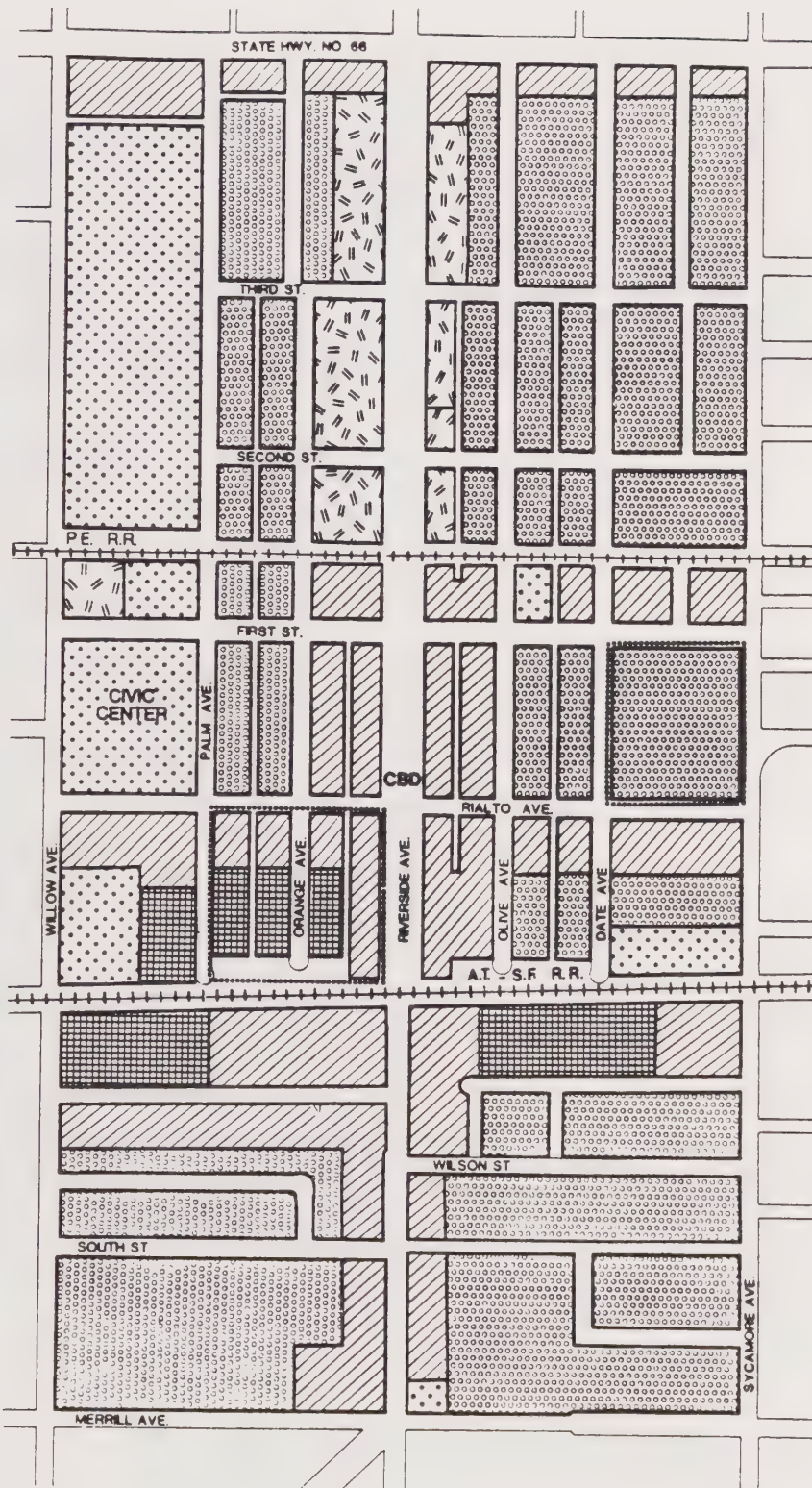


FIGURE IV-2
DOWNTOWN SPECIFIC PLAN

SOURCE: City of Rialto



THE
PLANNING
CENTER



0 100 200 400 600

Beland Associates Inc.

RIALTO

Implementation Policy :

- SPECIFIC PLANS ARE ENCOURAGED FOR ALL PRIVATE DEVELOPMENT PROJECTS OF 50 OR MORE RESIDENTIAL UNITS AND ALL COMMERCIAL AND INDUSTRIAL PROJECTS OF 20 OR MORE ACRES.

Target Area Specific Plans: Specific Plans can be used by the city as a way of tailoring planning programs to areas of the city which have special needs. This has already been done in the case of the Rialto Central Area Specific Plan. In these cases, the Specific Plan would be initiated by the city, and prepared by, or under the supervision of, city staff. Municipal legislative approval would also be required. The general requirements for these Specific Plans are the same as those applied to private developments, and are governed under the same State guidelines. Areas targeted for Specific Plans are shown on Figure IV-1, Land Use Policy Map. These areas fall into two categories, those which have been adopted and those which are proposed. Adopted Specific Plans include the Central Area Specific Plan and the Airport Master Plan; the remaining target areas for Specific Plans (City Entry Area, Foothill Boulevard Commercial Area, Northwest Area and Bloomington Avenue Area) have not been formally adopted. The boundaries shown on Figure IV-1 for those latter areas are tentative and may be altered slightly once Specific Planning for the areas is initiated.

- Central Area Specific Plan: This area comprises the downtown portion of Rialto from Foothill Boulevard to Merrill Avenue and from Willow Avenue to Sycamore Avenue. The finalized Specific Plan for this area was adopted by the City and is incorporated as part of the General Plan.
- Airport Master Plan: The Airport Master Plan contains all of the features of a Specific Plan and is therefore included as a Specific Plan target area.

- Bloomington Area: This area consists of the parcels adjacent to Bloomington Avenue. Land uses fronting on this major divided arterial are mixed and there is significant land use compatibility as well as access concerns. A detailed planning study is required to develop strategies and policies aimed at alleviating land use related problems. This Specific Plan should be given priority over all other Specific Plan efforts.
- City Entry Area: The City Entry Area is located adjacent to the north side of the I-10 Freeway and along a portion of Riverside Avenue. The general unattractiveness of this area and the lack of definition at the city's principal entry has prompted the need for more comprehensive planning.
- Foothill Boulevard Commercial Area: This area is defined by commercially designated properties bordering Foothill Boulevard. The area is presently subject to special zoning restrictions. The need for a Specific Plan stems from the confused array and underutilization of strip commercial uses along the Foothill Boulevard frontage.
- Northwest Area: This area comprises a number of very large, essentially undeveloped land holdings in the recently annexed, northwest portion of the city. A mix of uses is expected to ultimately be developed in the area.

Implementation Policies:

- SPECIFIC PLANS SHALL BE APPLIED TO THE TARGET AREAS SPECIFIED ON THE LAND USE POLICY MAP AND, WHEN ADOPTED, INCORPORATED AS PART OF THE GENERAL PLAN'S LAND USE POLICY.
- SPECIFIC PLANS FOR THE CITY ENTRY AREA, NORTHWEST AREA, AND FOOTHILL BOULEVARD COMMERCIAL AREA, SHALL BE INITIATED AS SOON AS IS PRACTICABLE.

OPEN SPACE

Major Significance: Issue Assessment - (MEA Reference II-A, II-C-1, II-D-1)

Hazard Areas

Designated Open Space areas are, in most cases, limited to those portions of the city subject to flood hazard. These include the Lytle Creek Wash, the flood control and spreading basins running through the center of the city from north to south, as well as land directly under the take-off and approach paths of the Airport subject to severe noise and crash hazards.

Implementation Policy:

- THE GENERAL PLAN SHALL IDENTIFY AREAS OF ENVIRONMENTAL CONCERN (E.G., FLOOD PRONE AREAS, GEOLOGIC HAZARDS, ARCHAEOLOGIC/HISTORIC SITES, ETC.) AND REQUIRE SPECIAL DEVELOPMENT REVIEW AND CONTROLS BEFORE APPROVAL OF ANY NEW CONSTRUCTION IS GRANTED.

PUBLIC FACILITIES

Major Significance:
City-Wide

Issue Assessment - (MEA Reference II-C, II-D-1, II-G, II-H)

Public facilities are identified under a separate category on the Land Use Policy Map. These include school sites, parks, civic buildings, fire stations, the sewage treatment plant, and water utility facilities .

Implementation Policy:

- ALL PUBLIC FACILITIES SHOULD BE REVIEWED ANNUALLY TO INSURE THEIR ADEQUACY IN MEETING COMMUNITY NEEDS.

In cooperation with the school districts within Rialto, the City will review needs for school facilities, as requested, and incorporate new proposed school sites needed to accommodate growth into the General Plan.

RESIDENTIAL

Major Significance:
Potentially develop-
able residentially
designated areas.

Issue Assessment - (MEA Reference: II-D-3)

Three residential classifications are defined to meet Plan Policies calling for a range of housing types: low-, medium-, and high-density residential. In addition, a Planned Residential designation is applied as an overlay in several areas. This allows for a range of densities in self-contained residential mixed density developments.

- Low-Density Residential (0 to 3 units per net acre)

Areas designated for Low-Density Residential uses are all located in the northern portion of the city where a large number of dwellings constructed at this density range already exist. The intent of this designation is to insure that infill development is compatible with present development

- Medium-Density Residential (3 to 6 units per net acre)

These areas are primarily for single-family residential development. They include all current single-family neighborhoods as well as a number of large vacant tracts of land throughout the city.

- High-Density Residential (6 to 21 dwelling units per net acre)

The High-Density Residential classification accommodates a wide range of living units. These include single-family homes, mobile homes, condominiums, townhouses, and apartments. The higher density is appropriate where abutting development is compatible and available streets and support services are adequate and convenient.

Where findings can be made that a proposed high density residential development that is exclusively reserved for senior citizens will not adversely impact adjacent properties, the City Council may approve a residential density not to exceed forty (40) units to the acre.

- Planned Residential Development (density as determined by base land use category)

Contemporary land use planning recognizes the opportunity for more efficient use of land by means of larger-scale planned developments of sizable property holdings under the PRD concept. Such classification would permit a variety of land uses as permitted by the PRD zoning classification in order to meet the City's Housing Element Goals. The PRD designation can be applied as an overlay to the three base residential land use categories, i.e., low-, medium-, and high-density residential.

Support retail commercial facilities, self-sustaining parks and other recreational amenities, streetscapes, and other ancillary uses, are also included.

- Mobile Home Subdivision

State legislation mandates the inclusion of mobile home/manufactured housing in a city's land use policy. The development of such subdivisions for this new type of "more affordable" housing is supported by the Plan.

Mobile home subdivisions can be developed in any residentially designated portion of the city, subject to subdivision, zoning, and other applicable planning requirements.

Implementation Policies:

- THE SUPPLY OF VACANT LAND WITHIN THE CITY SHALL BE REVIEWED ANNUALLY TO CONSIDER CHANGES OF ZONING TO SUPPORT GENERAL PLAN GOALS, ESPECIALLY IN LIGHT OF THE RATIO BETWEEN INDUSTRIALLY AND RESIDENTIALLY DESIGNATED LAND.
- HOMEBUILDERS ARE ENCOURAGED TO SUGGEST INNOVATIVE HOUSING TECHNIQUES WHICH MEET THE CITY'S HOUSING OBJECTIVES AND PROVIDE ADEQUATE HOUSING IN MORE EFFECTIVE WAYS.
- THE DEVELOPMENT OF SECOND UNITS ON AN EXISTING LOT SHALL BE CAREFULLY REVIEWED. SUCH UNITS WILL BE LIMITED TO ONE STORY IN HEIGHT, BE COMPATIBLE WITH SURROUNDING UNITS, AND HAVE ADEQUATE PARKING AND INFRASTRUCTURE.

- THE USE OF PRIVATELY INITIATED SPECIFIC PLANS IS ENCOURAGED FOR ALL RESIDENTIAL PROJECTS, AND ESPECIALLY FOR LARGE PLANNED RESIDENTIAL DEVELOPMENTS.

COMMERCIAL

Major Significance:
Commercially designated areas, Rialto downtown.

Issue Assessment - (MEA Reference: II-D-4)

The demand for commercial development in Rialto has remained low. Existing as well as new development has occurred as a direct response to the needs of the local community. Geographical location and the relocation of the old Route 66 through traffic to the I-10 Freeway has severely constrained the amount and potential for capturing regional commercial activity. Commercial areas designated on the Land Use Policy Map have, in most cases, been defined as a response to anticipated residential growth. Exceptions occur along the I-10 frontage adjacent to Riverside Avenue and along portions of the proposed Route 30 Freeway, as well as at the I-15 and Riverside Avenue intersection.

The General Plan recognizes the efforts to revitalize and improve the downtown business district. The Rialto Central Area Specific Plan defines land use policy for the downtown area, and is incorporated as an integral part of the city's General Plan. Other Specific Plan target areas in which commercial development is of prominent interest are the City Entry Area, Foothill Boulevard Area, and Northwest Area.

Three commercial land use categories are defined by the General Plan as follows:

- Central Area Commercial: This is the area included in the Central Area Specific Plan. All of the land use designations and policy guidelines described for this area are incorporated as part of this General Plan. This is the core commercial, i.e., downtown business, area of Rialto.
- Neighborhood/Community Commercial: This designation is applied to nearly all of the remaining commercial areas of the city and is designed to provide for the range of retail and related commercial activities needed to serve city residents.

- General Commercial: This category is applied to the remaining commercially designated areas of the city and is intended to provide and attract uses frequented by persons who live outside of Rialto. Freeway-oriented commercial uses and business park uses fall within this category.
- Gateway Commercial: This designation has been applied to the City Entry Specific Plan Area. Its intent is to allow for a range of commercial, business park, and quasi-industrial uses which will give Rialto a well-defined and attractive entry. It includes special setback, landscaping, and design standards. Public service groups, in cooperation with the city, are encouraged to participate in the upgrading of this area.
- Office: The Office land use category defines areas where business and medical office uses should be concentrated. This includes some properties adjacent to the proposed hospital site on Baseline Road.

Implementation Policies:

- SPECIFIC TYPES OF COMMERCIAL DEVELOPMENT WHICH CURRENT ECONOMIC ANALYSIS INDICATES ARE LACKING SHOULD BE ENCOURAGED.
- COMMERCIAL AREAS ADJACENT ALONG FOOTHILL BOULEVARD SHOULD BE DESIGNATED AS SPECIAL STUDY AREAS AND METHODS TO REVITALIZE THESE AREAS DEVELOPED.
- PROPOSED COMMERCIAL DEVELOPMENT IS ENCOURAGED AS INFILL DEVELOPMENT WITHIN EXISTING COMMERCIAL AREAS RATHER THAN IN UNDEVELOPED PORTIONS OF THE CITY.

INDUSTRIAL

Major Significance:
Industrially designated vacant properties.

Minor Significance:
Industrial areas adjacent to residential areas.

Issue Assessment - (MEA Reference: II-D-5)

There is a wide range to the types of industrial development within the city. While the city contains some typical light industrial uses such as warehousing, distribution, and light manufacturing, there are also a number of industries such as the petroleum tank farm, railway switching yard, vehicle dismantling yards, and plastics plant, south of I-10, as well as various types of open storage uses, gravel and cement/concrete casting operations, and fireworks manufacturers in the northern portion of the city. In all, developed industrial uses total nearly 650 acres, although much of this land is not intensively used. Vacant industrial land comprises approximately 3,100 acres. Accurate estimates of industrial growth potential are difficult to make, given the range of external conditions affecting such development; however, it is clear that the amount of available land far exceeds the potential demand for the current planning period, i.e., to the year 2000.

A policy of active industrial development is a chief priority of the city. A key component to this is exploiting the city's large land inventory and range of present industrial uses to attract additional utilitarian industries, as well as the more typical industrial park type light industries. Uses which fall in the former category include scrap and metal recycling, industries which manufacture or utilize flammable materials, manufacturing operations requiring large amounts of open storage or open area for their operation (i.e., concrete casting), and methane gas extraction when the Fontana Landfill site closes in 1986.

It is apparent from the above list that the generally accepted distinction between "light" and "heavy" industry needs to be redefined. This is why the word utilitarian is being used to describe the types of uses the city can expect to attract to certain specific areas.

The Land Use Policy Map contains four industrial classifications:

- Industrial Park: Industrial parks are planned complexes of light industrial and industrial office-related uses clustered in discrete areas with specific development standards and guidelines covering the entire development. In most cases, such areas shown on the Land Use Policy Map are existing industrial parks with most, if not all, of the requisite infrastructure in place.
- Light Manufacturing: Areas designated for light manufacturing are intended to accommodate industrial uses which would be compatible with urbanized portions of the community as well as serve as buffers between areas designated for residential uses in the northern portion of the city. Light non-polluting uses buffered to prevent potential land use incompatibilities with older land use are allowed in these areas.
- General Industrial: This classification permits a wide range of industrial uses including the various types of utilitarian industries described previously.
- Industrial Reserve: These areas are currently zoned Industrial; however, the development potential and range of possible uses is difficult to project at this time. Preparation of the Northwest Area Specific Plan will refine land use policy for this category.

Implementation Policies:

- SPECIFIC DEVELOPMENT STANDARDS AND GUIDELINES SHALL BE DEVELOPED FOR EACH OF THE THREE MAJOR INDUSTRIAL CATEGORIES, EXCLUDING INDUSTRIAL RESERVE.
- BUFFERING TO PREVENT POTENTIAL LAND USE INCOMPATIBILITIES BETWEEN INDUSTRIAL AREAS AND OTHER LAND USES SHALL BE GIVEN SPECIAL CONSIDERATION. SPECIFIC FEATURES INCLUDE INCREASED SETBACKS, WALLS, BERMS, AND LANDSCAPING.
- THE CITY SHALL ACTIVELY ENCOURAGE THE DEVELOPMENT OF UTILITARIAN INDUSTRIES IN AREAS WHICH ARE APPROPRIATE FOR SUCH USES.

AIRPORT DEVELOPMENT

Major Significance: Airport environs

Issue Assessment - (MEA Reference: II-A-5)

Rialto Municipal Airport has been identified as a potential asset for desired community development for many years. The expectation that improved facilities for multi-engine piston aircraft and business jet aircraft would stimulate light industrial development is the basis for City policy concerning airport development.

At a time when general aviation facilities are rapidly being shut down and replaced by urbanizing development, it is especially important to assess the opportunities associated with continued airport growth and improvement. The City of Rialto has confirmed its intent to proceed with a planned development program for Rialto Municipal Airport.

Current and planned projects include a 900-foot extension to Runway 6-24, the primary runway (See Figure IV-3). The second runway, Runway 17-35, is planned to extend another 1,000 feet to provide additional capacity during crosswind conditions for safer operations.

The latter extension will require property acquisition to provide necessary clear zones and approach surfaces to the north and south. A total area of 392 acres will accommodate expanded airport support facilities and provide buffer zones as compatible with M-1R, "Restricted Manufacturing" zoning district.

The Rialto Municipal Airport Master Plan of 1979 has been modified to reflect the following changes:

- Elimination of the planned crosswind parallel runway and extension of existing Runway 17-35 as previously noted;
- Revision of the planned acquisition area from 380 acres to 392 acres.

Other non-policy modifications to the Master Plan are described in the MEA reference as noted above.

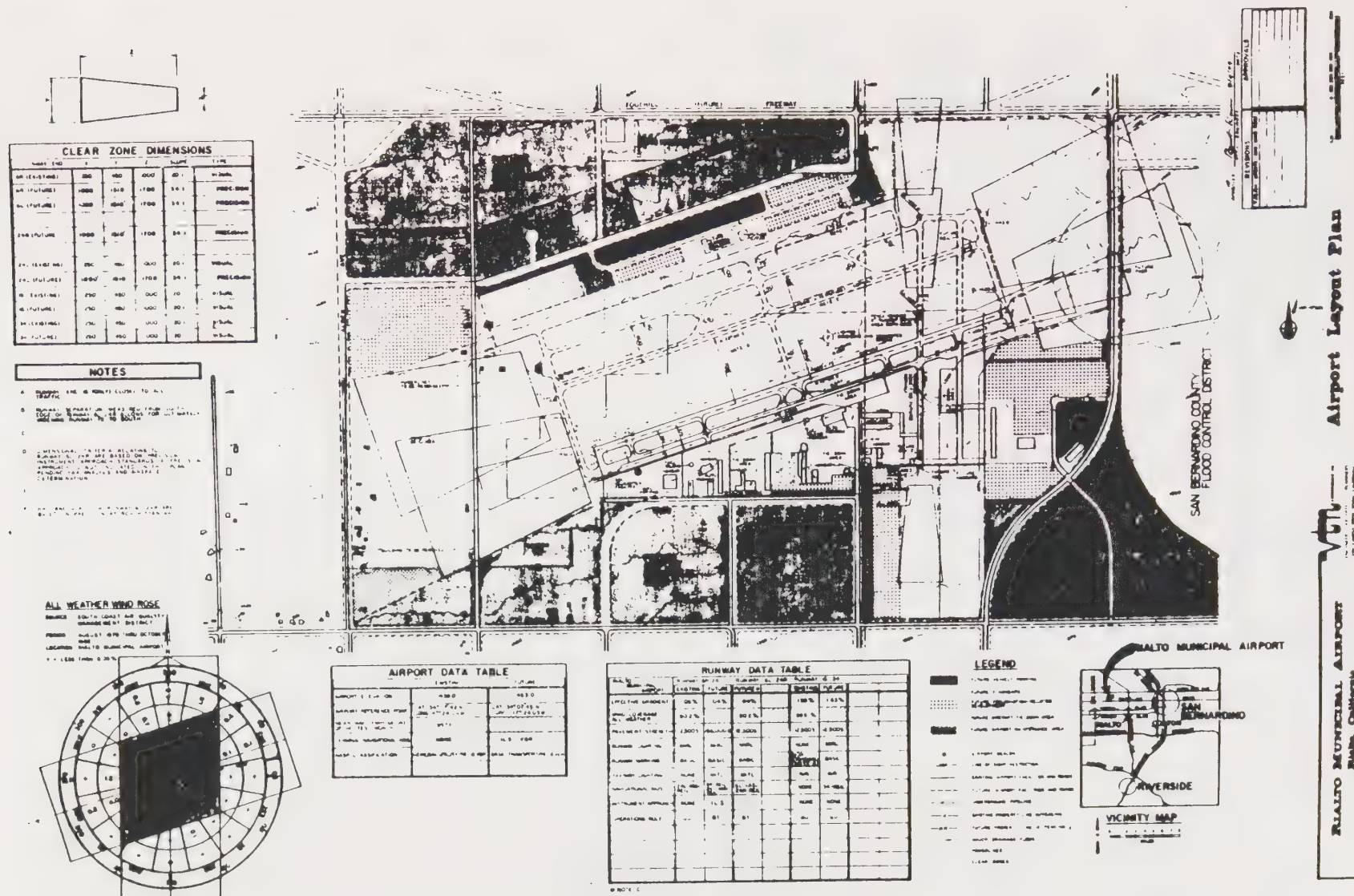


Figure IV-3

AIRPORT LAYOUT PLAN

Source: VTN Consolidated, Inc., 1984.

POPULATION

Major Significance:
City-Wide

Issue Assessment - (MEA Reference: II-D-2)

As of January 1, 1985, the City of Rialto had a population of 47,050, a 6.7 percent increase over the previous year, and an 25.5 percent increase since the 1980 Census when the population of the City was reported to be 37,474. Current Southern California Association of Government (SCAG) estimates, and employment estimates from the "SCAG-82" report, place the City's Year 2000 population at 69,400. This includes all of the City's Sphere of Influence areas, of which the Bloomington community with a current population of approximately 15,000, is the largest.

The SCAG estimates correspond well with the City's expectation for growth and the amount of potentially developable vacant residential land.

V. INFRASTRUCTURE ELEMENT

GOAL:	CONSTRUCTION, MAINTENANCE, AND FUTURE PROGRAMMING FOR A COMPREHENSIVE SYSTEM OF STREETS, UTILITIES, AND OTHER PUBLIC SERVICES NECESSARY TO THE PROPER FUNCTIONING OF THE CITY.
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Infrastructure, as used in urban terms, refers to the basic installations and facilities on which the continuance and growth of a community depend.

This generally includes streets, water, sewer and other utilities, and the rest of the public facilities.

WATER SYSTEM

Issue Assessment- (MEA Reference: 11-E-1)

Major Significance:
City-wide

Water service is provided by the Water Division of the City's Public Works Department, the Fontana Water Company, and by the West San Bernardino County Water District (WSBCWD). The City provides water in the area bounded by a line approximately 660 feet north of Base Line on the north, Linden on the west, and by the Interstate 10 Freeway on the south. The Fontana Water Company serves the area west of Linden between Randall and Highland. WSBCWD serves north of Base Line and south of the Interstate 10 Freeway. The water provided by the City and the Fontana Water Company is treated and is of domestic quality; the County Water District operates a dual system, providing water for both irrigation and domestic use. A map in the MEA, Figure 11-10, shows wells, reservoirs, and service area boundaries.

City and County Water District representatives say that their respective systems are reliable, and that a high level of systematic maintenance has been carried out on wells, pumps, and other key facilities. Both systems use telemetering to monitor key operations.

Fontana Water Company representatives state that the company's system is reliable, and there are no existing system deficiencies.

SEWERAGE SYSTEM

Issue Assessment- (MEA Reference: II-E-2)

Major Significance City-Wide

The City of Rialto's Sanitary Sewer System, administered by the Public Works Department, provides sewer service in roughly 85 percent of the City's incorporated area.

The City's treatment plant was expanded in 1980 to a treatment capacity of six million gallons per day from the original capacity of four million gallons per day. There is room to expand the plant's capacity to eight million gallons per day. Since the plant is now processing about 3.2 million gallons per day, its existing capacity is adequate to support considerable new development in Rialto.

Planning to determine financing options for the sewage treatment plant expansion should begin when the flow reaches 4.5 million gallons per day, with the construction to begin at a flow level of 5.0 million gallons per day. Consideration for future expansion requirements should be made at that time.

The sewer trunk lines north and south of the I-10 Freeway have generally been installed at a size sufficient to accommodate projected flows as the City build-out occurs.

The existing facilities crossing the I-10 Freeway provide for a maximum capacity of 4 million gallons per day with a current flow of 3.2 million gallons per day. An added crossing or enlargement of the existing facilities has been identified by the City as a high priority project.

The part of the city south of Santa Ana Avenue is downstream of the treatment plant; consequently, this area cannot now connect to the Rialto sanitary sewer system. Providing sewer service to this area is currently one of the Public Works Department's greatest concerns; eventually, collection lines and a sewer lift station will be installed to pump the sewage up to the treatment plant.

If Bloomington, which currently lies within Rialto's sphere of influence, were ever incorporated into the city, the treatment plant would have to be expanded to accommodate the increased load. The sewer collector lines which would serve Bloomington have been designed to handle the anticipated flow from the community.

The Santa Ana Watershed Project Authority has plans to extend the Santa Ana Regional Interceptor (Brine Line) from the Prado Dam area to the San Bernardino Treatment Plant. The line will carry industrial wastes to a treatment facility in Fountain Valley and then to the ocean. The "Brine Line" will skirt the southern section of Rialto along Aqua Mansa Road. The availability of capacity in this line would encourage industrial development in the southern area of Rialto.

At present, effluent flows from the treatment facilities of the cities of Rialto, San Bernardino, and Colton are discharged to Reach 4 of the Santa Ana River. Increases in the quantities of these flows, as well as a series of wet years, have generated increasing perennial flows in Reach 4. This is of concern to this Board: under perennial flow conditions, effluent discharged in Reach 4 may have significant adverse water quality impacts on downstream river reaches. To prevent such impacts, it may be necessary to improve effluent quality by providing full tertiary treatment. This, in turn, would require modifications and improvements of the treatment facilities themselves.

The problems associated with perennial flows in Reach 4 are the subject of a current study which is expected to identify a range of alternative solutions, including tertiary treatment.

The City's Sewer Master Plan was prepared in 1968, and includes potential alternative locations for major collection system. The City has unofficially modified the plan to accommodate changing expectations of the location, size, and type of new development in Rialto. City staff reviews tributary areas and sizes major collector lines to serve the expected flow from each tributary area.

SOLID WASTE

Major Significance Community-Wide

Issue Assessment- (MEA Reference: II-E-3)

The Edco Disposal Company has collected solid waste in Rialto for the past six years, under the terms of a franchise agreement with the City. Between 22,000 and 26,000 tons of solid waste are collected each year. According to City staff members, the City has received few complaints about Edco's service.

Edco representatives say they could provide service to a larger population in Rialto than they now serve. Solid waste is currently hauled to San Bernardino County's Colton and Fontana landfill sites. At present, the County plans to close the Colton site in about two and a half years and the Fontana site in 1986. Solid waste would then be hauled to the County's San Timoteo landfill. The San Timoteo site will function until about the year 2000. Rialto will have to participate with San Bernardino County in planning for alternative site or disposal methods.

The City of Rialto has its own landfill site near the sewage treatment plant. Street sweepings and construction debris from City operations are hauled to this site. The City is therefore able to save the fees required to use the County landfill. The estimated life of this landfill is 20 years.

ELECTRICITY

Moderate Significance Community-Wide

Issue Assessment- (MEA Reference: II-E-4)

The Southern California Edison Company provides electrical service to the community. Their representatives indicated there should not be any problems in providing electrical service for future development in the community.

NATURAL GAS

Moderate Significance Community-Wide

Issue Assessment- (MEA Reference: II-E-5)

The Southern California Gas Company provides gas service to the community. Their representatives indicated there should not be any problems in providing gas service for future development in the community.

All of the gas company facilities are for local distribution; there are no major high pressure transmission lines in the community.

COMMUNICATIONS

Issue Assessment- (MEA Reference: II-E-6)

Moderate
Significance
Community-Wide

Telephone service is provided by Pacific Bell Telephone Company. The recent creation of the 619 area code has freed more numbers for use in the 714 area, of which Rialto is a part. The telephone company has no present difficulty serving Rialto, and does not expect that the City's growth will impair their ability to provide service in the future.

Foothill Cable Vision TV currently provides cable television service to a portion of the community.

FLOOD CONTROL

Issue Assessment- (MEA Reference: II-E-7)

Major Significance:
Potentially Develop-
able Properties

Moderate
Significance:
City-Wide

The Rialto area is included in the San Bernardino County Comprehensive Storm Drain Plan Project No. 3. This project identifies an integrated plan of storm drains for a study area within a portion of the County, including Rialto, and details flood control systems necessary for each portion of the study area. The study is used as a guide for storm drains designed by local agencies.

Because of the natural slope of the community, the predominant water flow is from northwest to southeast. The plan calls for a system of north-south running drains feeding into interceptor lines draining either to the Rialto Channel which parallels Cactus Avenue through much of the community or to the Lytle Creek Wash area.

The Rialto Channel is the item of greatest overall concern to the City. The existing channel was built jointly by the City and San Bernardino County Flood Control District. It is an unlined channel having only approximately 600 cubic feet per second drainage capacity, whereas the ultimate design should be for 10,000 cubic feet per second. It also serves as an interim north-south collector providing a degree of protection for the community easterly of Cactus Avenue. The upgrading of the Rialto Channel is one of the City's high priorities. The City is working with the San Bernardino County Flood Control District, the California Water Commission, and the United States Army Corps of Engineers to alleviate the problem. The City has been notified that the California Water Commission will recommend that the Corps of Engineers allocate \$400,000 for further study of the Rialto Channel.

Improvement of the channel will also reduce maintenance costs to the City.

The Federal Government has studied the Rialto area and determined that no portions of the City are within a Federal Insurance Agency hazard zone. This indicates that the Federal Government does not anticipate areas of widespread flooding in Rialto.

**PETROLEUM
TANK FARM**

Moderate
Significance:
Area Specific

Issue Assessment- (MEA Reference: II-E-8)

The petroleum tank farm south of Interstate 10 east of Riverside Avenue involves nine separate oil companies. These are Arco, Mobil, Thrifty, Amendt, Douglas, Shell, Chevron, Union, and Texaco. All are supplied through a 20-inch pipeline coming from Long Beach. The pipeline is owned by SP Pipeline, a subsidiary of the Southern Pacific Transportation Company. Accordingly, most of the pipeline is located within the Southern Pacific Transportation Company's railroad rights-of-way. A 12-inch pipeline carries the petroleum products from the Rialto tank farm easterly to the Phoenix area.

Each of the individual companies receives their products from the SP Pipeline through individual piping system into their own storage tanks. As an example, Arco has a 14-inch line from the SP Pipeline to supply their existing 149,000 barrel capacity tanks. Arco is expanding its tank to accomodate an additional capacity of 105,000 barrels.

Although the petroleum products arrive at the tank farm by pipeline, nearly all leave by tanker truck.

Implementation Policies for Service Systems:

- EXTENSION OF CITY UTILITIES, SERVICES, AND OTHER FACILITIES WITHIN THE CITY LIMITS BASED UPON AN ADOPTED CITY CAPITAL IMPROVEMENT PROGRAM WHICH IS REVIEWED ANNUALLY.
- THE CITY'S CAPITAL IMPROVEMENT PROGRAM WILL INCLUDE THE ENTIRE COMMUNITY, AS WELL AS BE RESPONSIVE TO AREAS CONTIGUOUS TO THE CITY'S CORPORATE BOUNDARIES IN WHICH NEW GROWTH AND DEVELOPMENT IS LIKELY TO OCCUR.

- FINANCING OF CAPITAL IMPROVEMENTS WILL INCLUDE CONSIDERATION OF BROAD BASED SPECIAL ASSESSMENT DISTRICTS.
- COMMITMENT OF PUBLIC FUNDS TO PROVIDE NECESSARY OFF-SITE IMPROVEMENTS FOR DEVELOPMENT OF VACANT PRIVATE PROPERTY WILL CONSIDER SERVICE COST AND REVENUE TRADEOFFS.
- DISCOURAGE THE USE OF SEPTIC TANK SEWAGE SYSTEMS.
- INVESTIGATE THE USE OF INNOVATIVE METHODS FOR PROVIDING MAINTENANCE AND MAKING PUBLIC IMPROVEMENTS AS AUTHORIZED IN THIS PLAN.

VEHICLE CIRCULATION SYSTEM

Issue Assessment- (MEA Reference: II-F)

The existing street and highway system and the present public transportation system are described in Section II-E-F of the MEA.

Future transportation demands on the Rialto roadway network were analyzed using a computer based transportation modeling system (TMODEL). The system assembles data on land use, characteristics of the roadway network and existing roadway traffic volumes and performs the traditional network analysis of the roadway system.

The model will yield projected volumes resulting from full buildout of the City in accordance with the new General Plan land uses. These volumes are made up of existing volumes, increased to account for the increase in external trips (generated and terminating outside the study area) as well as the internally generated trips.

The updated circulation element evolved from the existing City Master Plan of Streets and Highways. The computer model highlighted certain specific areas where revisions or upgrading will be needed to alleviate projected future deficiencies. The following changes to the existing plan are recommended: 1) Upgrade Linden Avenue north of Highland Avenue to a secondary highway, and 2) Downgrade Cedar Avenue north of Highland Avenue to a collector. The surrounding area is planned for residential development. Linden Avenue has higher projected volumes due to its connection with Riverside Avenue to the north. Volumes for Cedar are projected to be lower and a two-lane road should be adequate; 3) Upgrade Alder Avenue north of Baseline to a major arterial. Although Fontana's Master Plan shows Alder as a secondary, the planned Route 30 Freeway interchange at Alder and the traffic volumes projected due to the large amount of future industrial land yield numbers which would support a major highway. The large percentage of trucks expected to use Alder Avenue, the main north-south route through the planned industrial area, also contributes to the projected need to close the three mile spacing between north-south major arterials which currently exists; 4) Upgrade Santa Ana Avenue to coordinate classification with the City of Colton's circulation

element. Colton classifies Santa Ana Avenue as a 106-foot secondary highway. Our updated plan should upgrade Santa Ana Avenue to at least a City of Rialto secondary highway (88 feet) since Colton plans eventually to connect Santa Ana Avenue with Pepper Avenue and Meridian Avenue; 5) Re-designate that portion of Aqua Mansa Road in Rialto as special design highway to correspond with the City of Colton's designation. The design and planning for this roadway should be coordinated with the City of Colton since only a portion of this roadway is in Rialto; 6) Provide only one collector designation by eliminating the county collector designation. Although portions of Bohnert and Easton Avenues have been improved to county standards, the circulation requirements do not necessitate maintaining two separate classifications; 7) Designate Maple Avenue north of Highland as a collector; 8) Designate Mango Avenue as a collector within the city limits.

MASTER PLAN OF STREETS AND HIGHWAYS

The updated circulation element is shown in Figure V-1. Projected traffic volumes anticipated from buildout in accordance with the proposed land use policies are also shown in Figure V-1. The volumes shown represent Average Daily Traffic calculated from projected peak hour volumes. The plan developed was based upon the standard urban design level of service (level of service C and D), although this level may be exceeded in isolated locations.

Traffic operations in Rialto are such that special circulation designs such as one-way streets, metering, and turning restrictions are not necessary in the foreseeable future.

The following discussion covers key roadways within the City. Major arterials and secondary highways are projected as four-lane roads, while collectors are two-lane roads. The dimensions and categories are shown on Figure V-1.

Interstate 10 traffic volumes are projected to increase as development occurs in Rialto and the surrounding areas. Traffic volumes for Interstate 10 in Rialto are projected to be 126,400 veh/day (ADT) by the year 2004. This is based on a growth rate averaging 2%/year and translates into a peak hour level of service "D". The existing eight-lane facility is therefore projected to be adequate for traffic demands into the foreseeable future and no major widening projects are recommended.

Riverside Avenue will continue to be a major arterial through Rialto, however as industrial and commercial development increases in the western portions of the City, Riverside Avenue is projected to be only one of three major north-south arterials instead of the principal north-south arterial. The heaviest concentrations of traffic are expected to be near Interstate 10 and Route 30. Projected volumes are generally in the range of 25,000 to 35,000 vehicles/day with isolated segments with projected volumes slightly higher or lower.

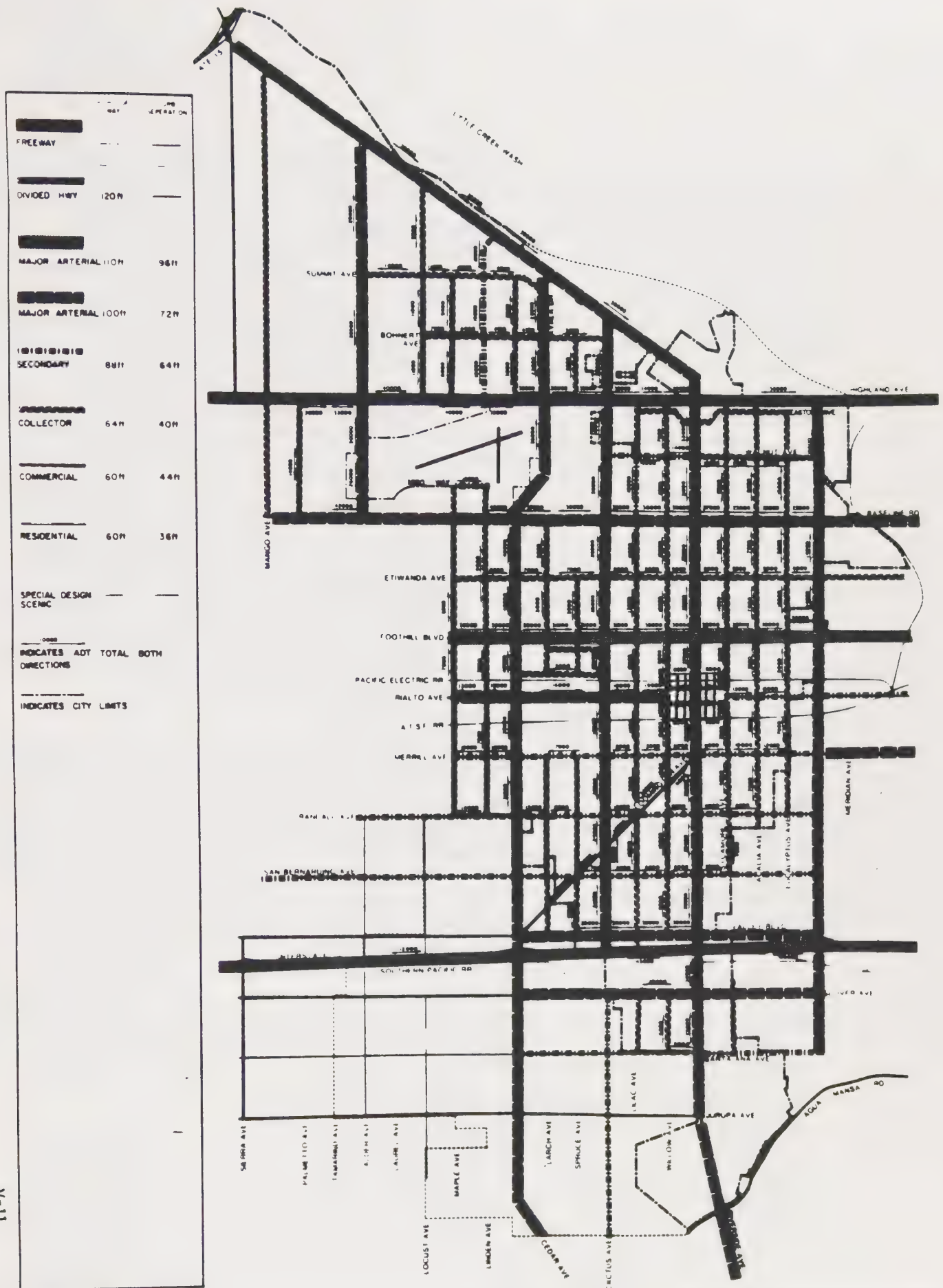


Figure V-1
CIRCULATION MASTER PLAN WITH PROJECTED
TRAFFIC VOLUMES AND ROAD WIDTHS

SOURCE: CG Engineering 8/13/84

Riverside Avenue is designated as a major arterial throughout the City, consisting of a 72-foot curb separation on a 200-foot right-of-way. West of Linden Avenue, however, Riverside Avenue is designated as a divided highway with a 120-foot right-of-way (94-foot curb separation). This is due to the projected higher traffic volumes as Riverside enters industrial areas. Additionally, the residential frontage roads along Riverside are not planned to continue west of Linden Avenue, further justifying the larger section. Key intersections which should be monitored for improvement as development progresses are Slover Avenue, Valley Boulevard, Foothill Boulevard, Baseline Road, Highland Avenue (future interchange), Ayala Drive, Cactus Avenue, Bloomington Avenue (five points) and Interstate 10. Detailed intersection studies should proceed as traffic volumes increase, with the goal of traffic flow improvements at the specific intersections. Types of improvements considered should consist of signal construction, signal timing adjustments, additional phases, construction of turning lanes and roadway widening.

Riverside Avenue currently exists as a secondary highway in most sections between Valley Boulevard and Baseline Road. As volumes and turn movements increase, consideration should be given to widening the street to major arterial standards. North of Highland Avenue where Riverside Avenue exists as a two-lane roadway, similar consideration should be given to roadway widening projects as development occurs and volumes warrant. As the City's past has shown, development can occur rapidly and traffic volumes will correspondingly increase just as fast. The necessity of continuous traffic monitoring by the City, coupled with the clarification of right-of-way requirements for Riverside Avenue, is especially important.

Cactus Avenue is designated as a major arterial (72'/100' R/W) with volumes projected between 20,000 and 30,000 vehicles/day. This roadway has generally been constructed by developers as building occurs along its route. Key intersections which should be monitored as above are Valley Boulevard, Bloomington Avenue, Foothill Boulevard, Rialto Avenue, Baseline Road, Highland Avenue, and Riverside Avenue. If the Route 30 Freeway is constructed, Cactus Avenue should

be considered for a grade separation since it is a key to serving the residential areas between Highland Avenue and Riverside Avenue. As industrial development occurs north of Merrill Avenue, studies should be undertaken to determine impacts and mitigation for the Rialto Avenue intersection, as well as any needed improvements as a result of the existing railroad crossings. In order to widen Cactus to the Master Plan width between Merrill and northerly of Baseline, it will be necessary to obtain right-of-way from the AT&SF Railway Company. AT&SF owns a strip of right-of-way 50-feet wide along the west side of Cactus. An additional 20 feet is needed for street purposes.

Cedar Avenue/Ayala Drive is designated as a major arterial (72'/100') with projected volumes of 25,000 to 40,000 veh/day. This roadway has an existing interchange with I-10 outside the City limits and is projected to have an interchange with Route 30 if a freeway is constructed. As such, it will provide a key link for the industrial areas of the City to the Route 30, I-10, and I-15 Freeways. Aside from the ramp interchanges at I-10 and Route 30 (Highland Avenue), key intersections are Rialto Avenue, Foothill Boulevard, Baseline Road, and Riverside Avenue. In the past, private developers have paid for improvements in Cedar Avenue, and this trend is expected to continue. The highest volumes are expected to occur near the commercial development at Foothill Boulevard as well as the industrial areas around Rialto Avenue and the Rialto Industrial Park area north of Baseline.

Alder Avenue, north of Baseline, is designated as a major arterial (72'/100') with projected volumes of 25,000 to 30,000 veh/day. Alder Avenue currently exists, and is planned to remain, a secondary highway in the City of Fontana south of Baseline, since it is primarily in a residential area. In Rialto, Alder is planned as a new street to divide a commercial and industrial area surrounding the airport and a solid industrial area north of Highland Avenue. Additionally, Alder is planned for an interchange with Route 30 leading to the recommendation of a major arterial. Additional key intersections are Baseline Road and Riverside Avenue. It is recommended that Alder Avenue be constructed

as development occurs similar to Cactus Avenue and Cedar Avenue. Construction will have to be coordinated with the long range plans of the existing industry in the northwest area. Alignment changes may be necessary to coordinate with substantial existing structures.

Baseline Road is designated a major arterial (72'/100') running east and west through the City. Volumes are projected to be 25,000 to 45,000, with the highest volumes adjacent to the commercial and industrial areas in the west portion of the City.

Key intersections are Alder Avenue, Cactus Avenue, Ayala Drive, Riverside Avenue and Pepper Avenue. The west portion of Baseline is being constructed by developers. The east portion is mostly improved. Special monitoring should occur at the Lilac Avenue and Willow Avenue intersections near Eisenhower High School.

Foothill Boulevard (Route 66) is designated a major arterial with a 96-foot curb separation on a 110-foot right-of-way. This larger section is due to the fact that it is in a primarily strip commercial area with many turn movements and is a state highway. Projected volumes are 30,000 to 40,000 veh/day. Heavy turn movements in the commercial area tend to reduce levels of service, requiring closer monitoring for needed traffic improvements. Key intersections are Cedar Avenue, Cactus Avenue, Riverside Avenue and Pepper Avenue. This roadway is mostly improved throughout the City.

Eventually a widening project should be undertaken to eliminate the narrower portions to create a consistent street section through the commercial areas. Any project undertaken on Foothill Boulevard should be done so in conjunction with Caltrans.

Valley Boulevard is designated a major arterial (72'/100') through the City. Valley Boulevard traverses the commercial and industrial area along I-10 and is projected to carry 25,000 to 35,000 veh/day. The key intersections in Rialto are Riverside Avenue and Cedar Avenue. Specific attention should be directed at the Riverside Avenue intersection because of the proximity to the

freeway ramp intersections. During peak hours, existing traffic volumes reduce levels of service at this intersection. In conjunction with Caltrans, signal adjustments and turn lane construction should be considered here.

Slover Avenue is designated a major arterial (72'/100') although it is only in the City for a short distance. It runs generally adjacent to the railroad yard and future industrial areas and the projected volume is 20,000 veh/day. As development occurs, the Riverside Avenue intersection should be monitored.

Bloomington Avenue is designated as a divided, four-lane highway entering the City south of San Bernardino Avenue and terminating at Riverside Avenue. Projected volumes are 10,000 to 15,000 veh/day. Because of its diagonal alignment, its intersections are complicated with as many as six legs entering a single intersection. As volumes increase, special signal designs similar to the existing design planned for Randall Avenue and Lilac Avenue, will need to be considered to improve intersection safety and efficiency. Additional key intersections are Riverside Avenue, Cactus Avenue, and Spruce/San Bernardino Avenue.

Pepper Avenue is designated as a major arterial (72'/100'). Projected traffic volumes are 15,000 to 20,000 veh/day. Pepper Avenue runs mostly through residential areas. Key intersections are projected to be Foothill Boulevard, Baseline Road, and Highland Avenue (Route 30). Consideration should be given to tying Pepper Avenue to the future freeway as a full or partial interchange.

Highland Avenue (Route 30) is and has been designated as a freeway for over 25 years. The freeway would connect San Bernardino with I-210 in La Verne. Diverted traffic, mostly from I-10 would make up a generous percentage of Route 30 traffic. Induced traffic would add to this as the surrounding areas developed. Caltrans and SAN-BAG have identified an excess demand of 90,000 veh/day in the west end of San Bernardino County, which is sufficient demand to fill a freeway.

City officials and staff are supportive of the concept of a freeway for Route 30. Frontage roads must be constructed simultaneously with the freeway to provide outlets for the north-south streets which will not cross or have interchanges with the freeway. These frontage roads should intersect major north-south streets at sufficient distances from ramp terminals to avoid complication of intersection design and operation of traffic signals. The frontage roads will mainly consist of two-way collector streets; however, projected traffic volumes indicate the frontage road on the north side of Route 30, west of Cactus Avenue, should be constructed as a secondary highway.

Without a freeway, volumes in the Route 30 corridor in Rialto are projected to be 30,000 to 40,000 veh/day. These volumes and their corresponding peak hours are of such magnitude to require upgrading of the existing two-lane portion of Highland Avenue to four lanes. If the freeway issue remains clouded as the industrial, commercial and residential development proceeds along Highland Avenue, improvement of the roadway in an alternate manner should be investigated. Alternatives would be a four-lane expressway, major arterial or parkway. All of these alternatives have been previously proposed and studied by Caltrans and/or SANBAG.

The regional transportation study currently underway for Riverside-San Bernardino Counties should provide valued input to the City as to the direction to proceed for Highland Avenue.

The peak hour level of service for Highland Avenue is currently level "C" in the two-lane portion. Though the present level of service is acceptable, future development could require improvement of Highland Avenue.

In addition to the above-described roadways, several roadway links are recommended for revision or upgrading from the current City Master Plan of Streets and Highways, as outlined below.

1. Linden Avenue north of Highland Avenue should be upgraded to a secondary highway.
2. Cedar Avenue north of Highland Avenue should be downgraded to a collector.

The surrounding areas are planned to be residential, with Linden projected for higher

volumes due to its connection with Riverside Avenue to the north. Volumes for Cedar are projected to be lower with adequate service provided by a two-lane road.

3. Alder Avenue north of Baseline is recommended for upgrading to a major arterial. Although Fontana's Master Plan shows Alder as a secondary, the planned Route 30 Freeway interchange at Alder and the traffic volumes projected due to the large amount of future industrial land yield numbers which would support a major highway. A high percentage of trucks anticipated to use Alder Avenue, the main north-south route through the planned industrial area, also contributes to the projected need to reduce the 3-mile spacing between north-south major arterials which currently exists.
4. Santa Ana Avenue is recommended for upgrading to coordinate classification with that of the City of Colton's circulation element. Colton classifies Santa Ana Avenue as a 106-foot secondary highway. Rialto's updated plan should upgrade Santa Ana Avenue to at least a City of Rialto secondary highway (88 feet) since Colton plans eventually to connect Santa Ana Avenue with Pepper Avenue and Meridian Avenue.
5. Aqua Mansa Road should be re-designated a special design highway to correspond with the City of Colton's designation. The design and planning for this roadway should be coordinated with the City of Colton since only a portion of this roadway is in Rialto.
6. Maple Avenue north of Highland Avenue is recommended for designation as a collector.
7. Mango Avenue is recommended for designation as a collector.

The 'County Collector' designation should be eliminated. Although portions of Bohnert and Easton Avenues have been improved to County standards, the circulation requirements do not call for two separate classifications.

In general, the pace and location of development in Rialto will determine the need for new or improved roadways. Extension of roadways north of Highland Avenue is not of high priority, but it is recommended that extensions be provided as the area is developed. The extensions could be accomplished by a combination of City and developer efforts under City guidelines.

The Master Plan of Streets and Highways presents a workable street circulation system in response to proposed land uses set forth in the new General Plan. It is not carved in stone, but a guide that should be periodically monitored as growth patterns within the City change or as major changes in the Land Use element occur. A regular review and updating program for the circulation element is recommended to be implemented by the City. The proposed interval for this program is five years.

Implementation Policies for the Circulation System

- CITYWIDE CIRCULATION DEMANDS WILL BE SATISFIED BY A PLANNED EXPANSION OF NEW CONSTRUCTION OF STREETS AND HIGHWAYS AS PART OF THE CAPITAL IMPROVEMENT PROGRAM.
- THE FISCAL PROGRAMMING OF ONGOING STREET MAINTENANCE AND IMPROVEMENTS WILL CONSIDER THE USE OF BROAD BASED SPECIAL ASSESSMENTS TO BENEFITED PROPERTIES.
- PUBLIC TRANSIT WILL BE ENCOURAGED BY CITY PARTICIPATION IN LOCAL AND REGIONAL TRANSIT PROGRAMS, AND BY SPECIAL CONSIDERATION IN LARGE, NEW DEVELOPMENTS WHEREVER FEASIBLE.
- COMPLETION OF THE ROUTE 30 FREEWAY THROUGH RIALTO WILL BE ACTIVELY PURSUED.
- USE OF PRIVATE STREETS WILL BE ENCOURAGED FOR PROJECTS OVER FIVE ACRES.

VI. HOUSING ELEMENT UPDATE
CITY OF RIALTO, CALIFORNIA

PREFACE

The document which follows is a comprehensive update to the City of Rialto's present Housing Element. The City's current Housing Element was initially prepared in 1976, amended in 1981, and accepted by the California State Office of Housing and Community Development in February, 1982. Over the last two years, the City has extended the time period of a number of housing programs and has continued to be an active participant in San Bernardino County housing programs.

It was deemed appropriate at this time to prepare a new self-contained Housing Element, rather than another addendum, to coincide with the state's June, 1984, update requirement. In this way, the City's entire housing policy will be contained in one document rather than scattered throughout a number of separate reports. Where appropriate, data and textual material from the reports which make up the present Housing Element, have been incorporated into this Updated Housing Element.

The County of San Bernardino is currently in the process of updating their Housing Element and is undertaking an effort to include incorporated as well as unincorporated areas.

INTRODUCTION

Adequate housing for families and individuals of all economic levels has become an important issue for state and local governments. The issue has grown in complexity due to rising costs and increasing competition for physical and financial resources in both the public and the private sectors.

In response to this concern, the California Legislature amended the Government Code in 1980 to require each local community to include a specific analysis of its housing needs and a realistic set of programs designed to meet those needs in a Housing Element of its General Plan. The requirements of the law are prefaced by several statements of state policy set forth in Section 65580 of the Government Code:

"... The availability of housing is of vital statewide importance, and the early attainment of decent housing and a suitable living environment for every California family is a priority of the highest order."

"... Local and state governments have a responsibility to use the powers vested in them to facilitate the improvement and development of housing to make adequate provision for the housing needs of all economic segments of the community."

"... The legislature recognizes that in carrying out this responsibility, each local government also has the responsibility to consider economic, environmental, and fiscal factors and community goals set forth in the general plan and to cooperate with other local governments and the state in addressing regional housing needs."

The law requires each locality to accomplish the following tasks:

- To identify and to analyze the current and projected housing needs of all economic segments of the community;
- To evaluate current and potential constraints to meeting those needs, constraints due both to operations of the marketplace and to operations of government;
- To inventory and assess the availability of land suitable for residential use and of opportunities for energy conservation in residential use and of opportunities for energy conservation in residential development; and

- To set forth goals, objectives, policies, and programs which are responsive to the identified housing needs, governmental and non-governmental constraints, and identified housing opportunities.

This Housing Element has been prepared in accordance with applicable state law. It examines Rialto's housing needs as they exist today, and projects future housing needs. It sets forth statements of community goals, objectives, and policies concerning those needs. It includes a housing program responsive to current and future needs, consistent with available resources. The housing program details a five-year schedule of actions the community is undertaking or plans to undertake to achieve its housing goals and objectives. Upon its adoption by the City Council of the City of Rialto, this Housing Element should be taken as a comprehensive statement of the City's housing policies and as a specific guide for program actions to be taken in support of those policies.

State law recognizes that housing needs may exceed available resources, a recognition most critical in this day of uncertainties as to public fiscal resources and a changing private sector investment climate. As a result, objectives need not be identical to the identified housing needs.

This document has been prepared during a period when fiscal resources at all governmental levels are particularly uncertain, and in which operations of the private marketplace are undergoing substantial change. As a result, the methods for achieving the City's objectives, as stated today, may be less relevant tomorrow or a year from tomorrow. Indeed, the City's ability to meet its objectives may be profoundly affected by future programmatic and funding changes expected at the federal and state level. Therefore, it is intended that this Housing Element be reviewed annually and be updated and modified not less than every five years to remain relevant and useful to decision-makers, the private sector, and the community. The review and revision of the Housing Element shall be in conformance with Government Code Section 65588.

HOUSING NEEDS

The housing needs of a community revolve around: (1) the extent to which housing is and will be available to those who need it; (2) the degree to which available housing is and will be affordable by those who need it; and (3) the extent to which the housing stock of the community is in decent and standard condition. This section of the Housing Element sets forth Rialto's housing needs, and identifies needs of special population groups in the community, the elderly, disabled and handicapped, large families, and female-headed households, to the extent that such data is available. Specific action programs included in this plan are designed to update data and fill in information gaps, identified in this report.

Housing and special assistance needs identified in this section of the Housing Assistance Plan will serve as the basis for determining the effectiveness of the plan's implementation. It is the intent of the plan to meet three percent of its need on a yearly basis, as defined by SCAG, over the next five years, after which time the program will be reevaluated in its entirety and a new five-year plan adopted.

A. SCAG Regional Housing Allocation Model

State law requires that the Housing Element of each jurisdiction include in its estimate of local housing needs that locality's "fair share" of regional housing needs. For Rialto, regional housing needs are determined by the Southern California Association of Governments (SCAG).

Table 1 summarizes SCAG's assessment of present and future housing needs for the next five years, based on its Regional Housing Allocation Model. The future housing needs, adjusted to avoid impactation for all income groups, is estimated at 734 very low income households, 923 low income households, 936 moderate income households, and 2,213 upper income households. The rankings of very low- through upper-income are based on the median income in San Bernardino County; with 0-50% being very low, 50-80% being low, 80-120% being moderate, and over 120% of the median income being upper.

The total estimated need for additional units by 1988 is 4,805. This is to provide for growth, to replace units eliminated from the housing stock during this time period, and to furnish an inventory of vacant units (optimally, five percent of all units). It is important to understand

TABLE 1a

REGIONAL HOUSING ALLOCATION MODEL
 RIALTO-SAN BERNARDINO COUNTY
 Current Needs and General Information (1/1/83)

1. Total Households: 13,622
2. Total Housing Units: 14,943
3. Unoccupied Units: 1,321
(Line 2 minus Line 1)
4. Households in Need - Lower Income Households
 Paying over 30 Percent of Income for Housing
 (1980 Census) : 1,727

Category	Income Level	Households
Owners	Very Low	364
	Low	377
	Sub-Total	701
Renters	Very Low	579
	Low	447
	Sub-Total	1,026
Sub-Total (Owners and Renters)	Very Low	944
	Low	784
	Total	1,727

Source: Southern California Association of Governments,
 April 1983; See Appendix A for complete data.

TABLE 1b

REGIONAL HOUSING ALLOCATION MODEL
 RIALTO-SAN BERNARDINO COUNTY
 Future Needs (1/1/83 to 1/1/88)

1. 1988 Households (from SCAG 82):	18,892
2. 1983 Households :	<u>13,622</u>
3. 5-Year Growth in Households: (Line 1 minus Line 2)	5,270
4. 1988 Market Vacancy Goal:	738
5. 1983 Market Vacancies :	1,223
6. Vacancy Surplus or Deficit:	(485)
7. 1983-1988 Expected Units Lost from Stock :	20
8. Future Housing Unit Needs for All Income Groups, Adjusted to Avoid Impaction : (Lines 3 plus 6 plus 7 equal 8)	4,805

Very Low (0%-50%)	734	15.27%
Low (50%-80%)	923	19.21%
Moderate (80%-120%)	936	19.47%
Upper (over 120%)	2,213	46.05%
Total	4,805	100.00%

TABLE 1b, continued

9. Special Income Group Need for High Cost Areas (Number of Households with Annual Income over \$24,443, i.e., 120 percent of median for jurisdiction, but below \$20,845 needed to purchase median-priced home at \$60,000).
10. Tenure and Building Type Splits for 1983 Housing Stock:

Owner	73.45%
Renter	26.55%
Single Family	80.91%
Multi-Family	19.09%

11. Farmworker Households Eligible for Assistance:

49

Source: Southern California Association of Governments, April 1983; See Appendix A for complete data.

that these allocations represent Rialto's share of a regional model, and that SCAG did not use information about specific local land use conditions when the model was developed.

Of the 5,270 units projected to be needed by 1988, are allocated to provide for new households projected to reside in the City. This takes into consideration the difference between the 1983 market vacancies (1,223 units) and the 1988 market vacancy goal (738 units), which results in a deficit of 485 units. Also included in the 5,270 units are 20 units expected to be lost from the housing stock between 1983 and 1988.

B. Housing Availability

1. Population Trends and Projections

Table 2 shows a summary of major population and housing factors from the 1980 census.¹ The 1980 census put Rialto's population at 37,474, an increase of 32.1 percent over the 1970 figure of 28,370. By January of 1983, the City's population had risen to 42,550 persons. The City contains approximately 3,000 acres of vacant potentially developable residentially designated properties, although over 1,000 acres is located in the Northwest Specific Plan area and unincorporated areas which will probably not be completely developed within the next 16 years. Allowable densities range from zero to three dwelling units per acre to 21 units per acre. Anticipated development over the next 16 years, assuming strong growth, would yield an estimated additional 11,350 dwelling units and approximately 33,000 more persons. This would result in a total of 26,830 dwelling units within the City by the year 2000, i.e., average of 710 new units per year for the next 16 years (compared with an average of 470 units per year between 1973 and 1983). These figures correspond well with the SCAG 1982 and Regional Housing Allocation Model which, based on population data alone, estimated 27,970 dwelling units within the city by the year 2000. Additional information on population projections is presented in Section III.A., Constraints and Opportunities for Housing, Residential Development Potential, in this report.

¹ This Housing Element text includes the most relevant data from the census concerning population and housing. All city-wide data received from SCAG has been included in Appendix A.

TABLE VI-2
SUMMARY OF POPULATION & HOUSING FACTORS

Population and Housing Factors	City of Rialto	San Bernardino County	State of California
Number of Inhabitants:	37,474	895,016	23,667,902
Number of Dwelling Units :	13,862	370,155	9,279,036
Persons per Unit:	2.70	2.4	2.3
Vacancy Rate:	11.7%	8.3%	6.4%
Median Housing Price:	\$60,800	\$63,400	\$84,700
Median Rent:	\$269	\$223	\$231
Median Age:	26.9	28.4	29.9
Ethnicity:			
% White	67.3%	73.0%	66.6%
% Black	10.9%	5.2%	7.5%
% Hispanic	18.8%	18.5%	19.2%
% Asian and American Indian	2.9%	2.4%	5.7%
% Other	N/A	0.8%	1.0%
Overcrowded Units:			
% 1.01 to 1.50 persons per room	3.2%	3.7%	3.9%
% 1.51 or more persons per room	1.1%	1.9%	3.5%
% of Units Lacking Plumbing	0.2%	1.9%	1.2%
% of Households with Members 65+	15.8%	20.6%	20.2%
% of Households Headed by Women	20.8%	21.3%	20.4%

Source: Southern California Association of Governments Processing of 1980 Census Tapes.

Residential growth to the extent described in this section will require a consistently strong national economy over the next 16 years. In addition, it also requires a continued response to market demands, which includes smaller, less expensive homes. This latter factor is as important to the projections as the former. Past City policy toward new housing construction has placed few constraints on development. The result is that the type of housing built is truly reflective of market demand. This demand has been increasing toward smaller inexpensive single-family homes, and now appears to be tending toward attached condominium units; a direct result of higher construction costs and interest rates. Efforts by the City to improve the quality of new houses by encouraging larger, single-family detached units can be expected to constrain the market demand and would lower the growth projections. Development at the same average level experienced over the last 11 years would result in a total population for Rialto by the year 2000 of approximately 64,000 persons.

Average household size was 3.85 in 1970, and had declined to 3.06 in 1980, and 2.86 in 1983. Based on this population data and the availability of vacant land, the population of Rialto is not expected to exceed 76,000 persons. However, if large vacant areas within the Northwest Area Specific Plan and unincorporated areas develop, the population could rise as high as 89,000 at maximum development of all vacant land.

Table 3 details city-, county-, and state-wide ethnicity data from the 1980 census. Rialto varies from the county and state in having a proportionately larger black population than either the county or the state.

Table 4 provides a breakdown by age for Rialto, and includes comparative data from San Bernardino County and the state as a whole. This information shows Rialto to have a slightly younger population than either the county or the state.

Between 1980 and January of 1983, there has been an increase in the city's population of nearly 13.5 percent. This increase occurred because of the construction of over 394 new single-family housing units, as well as the occupation of a number of single-family units which had been completed in the late

TABLE VI-3

ETHNIC COMPOSITION OF RIALTO POPULATION: 1980

Population Factor	City of Rialto	San Bernardino County	State of California
TOTAL POPULATION	37,474	895,016	23,667,902
WHITE POPULATION Number of Residents Percent of Total	25,221 67.0%	653,303 73.0%	15,763,992 66.6%
HISPANIC POPULATION Number of Residents Percent of Total	7,056 19.0%	165,863 18.5%	4,544,331 19.2%
BLACK POPULATION Number of Residents Percent of Total	4,110 11.0%	46,615 5.2%	1,783,810 7.5%
ASIAN & AMERICAN INDIAN POPULATION Number of Residents Percent of Total	1,087 3.0%	21,801 2.4%	1,349,069 5.7%
OTHER POPULATION Number of Residents Percent of Total	---	7,434 0.8%	226,700 1.0%

Source: Southern California Association of Governments processing of 1980 Census tapes.

TABLE VI-4
SIMPLIFIED AGE STRUCTURE OF RIALTO

Population Factor	City of Rialto	San Bernardino County	State of California
TOTAL POPULATION	37,474	895,016	23,667,902
POPULATION UNDER 5 YEARS Number Percent	3,356 11.2%	76,296 8.5%	1,708,400 7.2%
POPULATION 5-17 YEARS Number Percent	9,236 24.6%	193,791 21.7%	4,680,558 19.8%
POPULATION 18-64 YEARS Number Percent	22,153 59.1%	535,873 59.9%	14,864,694 62.8%
POPULATION 65 AND OVER Number Percent	2,729 7.3%	89,056 10.0%	2,414,250 10.2%
POPULATION MEDIAN AGE (Years)	26.9	28.4	29.9

Source: Southern California Association of Governments processing of 1980 Census tapes.

1970s. For purposes of this analysis, certain demographic factors from the 1980 census (e.g., elderly, handicapped, low-income households, and female-headed households) have been increased, based on the total population growth. This appears to be the most valid way of updating such data, short of preparing a new city census or making a comprehensive survey. Since most, if not all, of the new residents moved into new single-family homes, the use of a 13.5 percent increase factor for various low-income population categories has probably inflated the actual number, rather than produce an underestimate.

2. Historic Residential Construction Trends

Table 5 shows residential construction activity in Rialto for the period 1973 through 1983. During this period, permits for 5,166 units were issued.

3. Need for Replacement Housing

Rialto contains relatively few substandard units, since 90 percent of all houses are less than 25 years old. Few residential demolition permits have been issued in the city during the past five years. Losses in the future are limited to those remaining single-family units on large lots, where the land has potential for subdivision development. However, these losses are not expected to exceed 20 units citywide, based on SCAG projections. Even this figure may be somewhat inflated, since it is based solely on demographics. A survey of housing conditions in February, 1984, showed 86 single-family units, (0.8 % of the total single-family units in the city) as having serious structural problems. Nearly all of these units appeared to have been occupied.

4. Vacancy Rates

Table 6 shows 1980 census information about vacancy in Rialto. These rates tend to be higher than the five percent vacancy rate considered desirable for adequate turnover of dwellings because of adverse market conditions in recent years. There apparently was little change up until 1983; however, a relatively large number of units were constructed in 1983 and interest rates became more favorable, resulting in greater availability and demand for units. Data on the impact of these changes is not as yet available.

TABLE VI-5
RESIDENTIAL BUILDING PERMIT DATA

Year	Single Family	Multi-Family ¹	Total
1973	145	120	265
1974	53	0	53
1975	33	0	33
1976	66	11	77
1977	355	48	403
1978	1,230	158	1,388
1979	1,231	396	1,627
1980	251	24	275
1981	87	55	142
1982	56	0	56
1983	767	80	847

¹Includes all attached units, apartments as well as condominiums.

Source: "California Construction Trends", Security Pacific Bank.

TABLE VI-6
CENSUS DATA ON VACANT UNITS
CITY OF RIALTO

Vacant Dwelling Unit Type	City of Rialto	San Bernardino County	State of California
TOTAL YEAR-ROUND UNITS ¹	13,861	366,136	9,220,421
ALL VACANT UNITS ² Number of Units Vacancy Rate	1,607 11.6%	30,368 8.3%	590,555 6.4%
VACANT UNITS FOR SALE Number of Units For Sale Vacancy Rate	788 7.8%	11,207 3.1%	115,650 2.3%
VACANT UNITS FOR RENT Number of Units For Rent Vacancy Rate	477 14.1%	9,933 2.7%	203,619 5.1%

¹Only one housing unit in Rialto is reported as being seasonal.

²Includes boarded-up units and units held for occasional use.

Source: Southern California Association of Governments processing of 1980 Census tapes.

A large portion of the high city and county vacancy rate can be attributed to the extensive amount of building activity between 1975 and 1980.

The 1983 market vacancy rate for Rialto was 3.7 percent for all housing types. This compares with 3.5 percent in Colton, 3.3 percent in Fontana, 2.5 percent in Bloomington, and 3.1 percent for the county as a whole.

C. Housing Affordability

1. Household Income

Household income, as a measure of affordability and therefore demand for housing, has traditionally been considered a major factor in the determination of market potential for development of housing in a given area. However, under current economic conditions, the traditional relationship between income and affordable housing purchase price no longer necessarily holds. In addition to trends toward higher percentages of available income being committed to housing costs, the following factors are increasingly significant:

- Equity transfer from existing housing, providing higher down payments and, consequently, lower mortgages;
- Financial assistance from a buyer's family and/or other equity-lowering mortgage requirements;
- Multiple family purchases under a "shared household" concept, reducing individual housing costs and the income needed by an individual to qualify for a loan.

The above conditions have created a situation wherein prices of sale units are frequently considerably in excess of indicated "affordable" levels, based on traditional income approaches.

Information about Rialto's income distribution is presented on Table 7, and in Appendix A. In 1980, 53 percent of Rialto's households were at the county median income or above; while approximately 40 percent are very low income households (less than 80 percent of the county median). The difference between the city's income distribution and the regional income distribution forms the basis for the city's "fair share" housing allocation from SCAG.

TABLE VI-7
HOUSEHOLD INCOME IN RIALTO*
1980 Census Data

Income	Number of Households	% of Total
Less than \$5,000	984	8%
\$5,000-\$10,000	1,575	13%
\$10,000-\$20,000	3,329	27%
\$20,000-\$30,000	3,593	30%
\$30,000-\$40,000	1,691	14%
\$40,000-\$50,000	667	6%
\$50,000-\$75,000	207	2%
Over \$75,000	69	1%
TOTAL	12,115	100%

*Median household income, \$20,369;
mean household income, \$21,752.

2. 1983 Housing Costs

Rialto exhibits a preponderance of single-family detached units, with only 1.8 percent condominiums and 24.4 percent apartments. The city has a number of mobile homes as well. Because of the narrow spectrum of housing unit types, housing costs are similarly concentrated.

Prices for resale single-family housing in Rialto start at \$45,000 for a small, 1,000 to 1,200 square foot house, to about \$50- to \$60,000 for a larger house. The majority of new housing in the city is currently in the \$60- to \$80,000 range. The 1980 census states the median housing value at \$60,800.

Although apartments are few in number, their prices are more moderate than single-family units. Rents range from \$200 to \$450 per month for two-bedroom units, with average rents of about \$300. The 1980 census reports the median rent at \$269.

Rialto has been, and continues to be, one of the few locales in the region where moderately priced single-family residences are available.

¹ \$16,300 is 80 percent of the county median income as reported in the 1980 census.

The cost in the Fall of 1983 of vacant residentially designated property in Rialto ranged from approximately \$1.75 to \$2.00 per square foot for low-density designated property, to \$2.50 to \$3.00 per square foot for medium- and high-density designated property.

3. Housing Costs: 1980 Census

Table 8 illustrates housing costs as documented by the 1980 Census. Census data confirms the concentration of housing costs in a narrow range. Table 8 clearly shows that the value of housing units is proportionately lower than both the county and the state. In 1980, only 11.3 percent of the city's housing units were valued at \$80,000 and over, while 26 percent of the county's and 54.5 percent of the state's housing units were within this category.

The distribution of rental housing units was similar to both the county and the state.

TABLE VI-8

CENSUS DATA HOUSING COSTS
CITY OF RIALTO

Housing Cost Factor	City of Rialto	San Bernardino County	State of California
OWNER OCCUPIED UNITS			
Number of Units	9,338	213,783	3,837,173
Percent of All Occupied Units	76.3%	68.3%	44.5%
Median Value	\$60,800	\$63,400	\$84,700
Percent of Units by Price:			
Less than \$50,000	28.4%	30.6%	15.7%
\$50-79,999	60.1%	43.3%	29.8%
\$80-99,999	9.6%	13.8%	19.0%
\$100-149,999	1.6%	9.0%	21.0%
\$150-199,999	0.1%	2.0%	7.3%
\$200,000 & Above	--	1.2%	7.2%
RENTER OCCUPIED UNITS			
Number of units	2,903	90,324	3,595,913
Percent of All Occupied Units	23.7%	29.7%	48.4%
Median Rent	\$238	\$223	\$253
Percent of Units by Rent:			
Less than \$200	33.7%	40.2%	30.5%
\$200-\$299	34.7%	39.2%	36.1%
\$300-\$399	22.6%	14.8%	20.5%
\$400-\$499	4.3%	4.6%	7.9%
\$500 & Above	0.7%	1.2%	5.0%

Source: Southern California Association of Governments processing of 1980 Census tapes.

D. Housing Condition

1. Substandardness

A comprehensive survey of the entire city was undertaken in February, 1984. The results of this survey compared with a survey prepared in 1978 are presented on Table 9.

A review of economic factors, both in terms of family income levels and housing costs, compared with present housing conditions, shows several disturbing trends. The depressed federal economy of the last several years has resulted in a noticable deterioration of the city's housing stock. This is evidenced in the rise in deferred maintenance in established neighborhoods (approximately seven percent of the single-family housing stock) and the relatively high number of boarded-up units in recently constructed tracts. Boarded-up units (approximately two percent of the city's single-family housing stock) are seen as evidence of foreclosures; data on the actual number of foreclosures over the last five years was not available.

2. Overcrowding

Overcrowded conditions affect those households having more than one person per room. The 1980 census data suggests that overcrowding of either owner-occupied or renter-occupied units in Rialto is comparable with county overcrowding levels. Table 10 shows information about overcrowding for the city. Approximately 4.8 percent of all units in the city were identified as overcrowded, as compared with 5.6 percent in the county and 7.4 percent in the state. Assuming a 13.5 percent increase since 1980 results in approximately 670 overcrowded units in 1983.

E. Special Housing Needs

1. The Elderly /Handicapped

In 1980 there were 758 persons between ages 16 and 64 in the labor force with a disability. This represents approximately two percent of the city's total population. In the same age group, but not in the labor force, the number of persons with a disability was 1,221 or 3.3 percent of the total population. A program to further identify the number of handicapped individuals needing assistance should be undertaken in conjunction with the study of elderly social security dependent households.

TABLE VI-9
SURVEY OF SINGLE-FAMILY HOUSING CONDITIONS
February 1984

Survey Category	Number of Units	% Total Units
Vacant units ¹	224	2.0%
Units with severe structural problems ²	86	0.8%
Units with serious deferred maintenance ³	779	6.9%
Total Single-Family Units in Rialto ⁴	11,330	100.0%

¹ Generally recently constructed (five years or less) vacant boarded-up housing units, not including resale units or new unsold units.

² Housing units with evident exterior structural problems, e.g., sagging porches, deteriorated foundations, holes in roof, and extensive termite damage, nearly all are occupied.

³ Housing units with peeling paint, no landscaping, and no evidence of recent maintenance.

⁴ Based on 1980 Census data and subsequent building permit information as of 1/1/84.

Source: City of Rialto and Beland/Associates, Inc., field survey, February, 1984.

TABLE VI-10
OVERCROWDING INFORMATION: 1980 CENSUS
CITY OF RIALTO

Overcrowding Factor	City of Rialto	San Bernardino County	State of California
OWNER OCCUPIED UNITS			
1.01 to 1.5 persons per room	198	6,190	140,061
1.51 or more persons per room	75	2,422	75,314
RENTER OCCUPIED UNITS			
1.01 to 1.5 persons per room	149	5,346	195,568
1.51 or more persons per room	71	3,517	227,390
ALL UNITS			
Percent of units with 1.01 to 1.51 persons per room	3.6%	3.7%	3.9%
Percent of units with 1.51 or more persons per room	1.2%	1.9%	3.5%

Source: Southern California Association of Governments processing of 1980 Census tapes.

The 1980 census identified a total of 1,929 households (15.8 percent) having members aged 65 or older, and a total of 2,729 persons aged 65 or older. There are also 2,506 households which listed social security as the principal source of income. From this data it can be inferred that there are likely to be a number of elderly persons needing some form of housing assistance. Assuming a 13.5 percent increase since 1980, and that 85 percent of the households with members over 65 are totally dependent on social security, there would be approximately 1,640 households headed by persons 65 years old or over in need of some type of assistance. If this estimate is true, it represents by far the largest single group needing assistance in the community. This figure should be varified, and a program to do so has been outlined in the Action policies of this plan.

Housing needs of the elderly usually revolve around issues of affordability, in that most elderly are on a fixed income while housing and other costs continue to rise.

2. Large Families

The 1980 census identifies a total of 2,132 large family households (17.6 percent of all households) as needing assistance. A large family household is defined as one with five or more members. Needs of large families generally center on overcrowding and affordability. Assuming a 13.5 percent increase since 1980 results in approximately 2,420 large family households in 1983.

3. Households Headed by Women

The 1980 census identifies 1,389 households of two or more persons headed by women. This represents 17.7 percent of the total households in Rialto. Data on the number of these households which are lower income and require assistance was not available. However, it is not uncommon for up to 20 percent of such households to need some form of housing assistance. If this figure is applicable to Rialto, then approximately 280 households headed by women are in need of assistance.

4. Poverty Levels

The 1980 census included data on the number of individuals and households below federal poverty levels. This information is presented on Table 11. It indicates that 8.4 percent of the total city's population and 5.7 percent of the total households in the city are below the poverty level. It can be assumed for this study that essentially all of the households below the poverty level are in need of some type of housing assistance; whether it be new housing, additional rooms, or improvement.

The definition of poverty as used by the 1980 census is based on a number of factors including family size, number of children, and age, in relation to total income. For a single person under 65 years old, the poverty threshold is \$3,774, while for a household with two adults and three children, it is \$8,657.

TABLE VI-11
POVERTY LEVELS IN RIALTO - 1980

Population Below Poverty Level	Number	Population % Total
a. Under 55 years	2,745	7.3%
b. 55-64 years	250	0.7%
c. Over 65 years	141	0.4%
d. White Population	2,387	6.4%
e. Black Population	480	1.2%
f. American Indian Population	22	0.1%
g. Asian Population	0	0
h. Hispanic Population	621	1.7%
i. Total Population Below Poverty Level	3,136	8.4%

Households Below Poverty Level	Household	% Total
a. With Children 0-17 years	573	4.7%
b. Without Children	118	1.0%
c. Female-Headed with Children 0-17 Yrs.	334	2.8%
d. Female-Headed without Children	29	0.2%
e. Total Households Below Poverty Level	691	5.7%

Source: 1980 Federal Census.

CONSTRAINTS ON AND OPPORTUNITIES FOR HOUSING

This section of the Housing Element discusses limitations on the production of housing and on its affordability, opportunities for new housing development within the community, and opportunities for energy conservation with respect to residential development.

A. Residential Development Potential

1. Location

Vacant potentially developable residential property is located throughout the residentially designated portions of the community. An acreage breakdown of vacant residential property is included on Table 12. This vacant property can be separated into several distinct categories; land which is essentially committed for development through the filing of either a final or tentative tract maps, vacant uncommitted land adjacent or within urbanized areas, and areas designated for Planned Residential Development in the central and northern portions of the city which are not fully served by infrastructure systems. The locations of these areas are shown on Figure 1. Sites for possible low- and moderate-income units are anticipated to be within urbanized areas. Such areas total slightly over 1,000 acres. The most viable sites would be those located in close proximity to shopping and schools.

2. Development Density

Table 12 presents a summary of this vacant property by General Plan Land Use Policy Map category and provides an estimate of the total number of additional dwelling units and the anticipated population increase. It is important to note that the dwelling unit and population projection figures on Table 12 show expected development by the year 2000 as well as maximum development at total build-out of all available land. The current SCAG projections (i.e., SCAG 82 and RHAM Housing Allocation for Rialto 4/83) are based entirely on population and housing statistics and do not consider land availability.

TABLE VI-12

VACANT RESIDENTIAL LAND AND
ESTIMATED ADDITIONAL DWELLING UNITS
AND POPULATION AT TOTAL DEVELOPMENT

General Plan Residential Land Use Classification	Vacant Land (1/1/84) ¹	Avg. Du/ac. ²	Total Addl. Du's ³	Est. Addl. Population ⁴
Low Density 0-3 du/ac	130	2.0	260	750
Medium Density 3-6 du/ac	1,310	4.0	5,240	15,700
High Density 6-21 du/ac	380	13.5	5,130	14,900
Planned Residential Development (South of Highland Avenue) 6 du/ac	380	4.0	720	2,100
Subtotal- Year 2000 ⁵	2,000	5.7	11,350	32,950
Planned Residential Development (North of Highland Avenue) 6 du/ac	1,130	4.0	4,520	13,110
Total- Maximum Possible	3,130	5.1	15,870	46,060

¹ Gross acres of vacant land

² Estimated average gross dwelling units per acre by land use category

³ Amount of vacant land times average dwelling units per acre

⁴ Assumes an overall average of 2.9 persons per dwelling unit

⁵ Total development of all vacant residential land within the city, and Sphere of Influence areas north of Highland Avenue is not expected by the year 2000. Areas north of Highland Avenue are expected to develop more slowly

Source: Beland/Associates, Inc., March, 1984.

LEGEND

- City Boundary
- Sphere of Influence Boundary
- Major Arterials
- Major Arterials (Divided)
- Arterials and Highways
- Secondary Roads
- Existing Residential Development
- Final Tract Map
- Tentative Tract Map
- Vacant Residentially Zoned Property
- Elementary School
- Junior High School
- High School
- Park

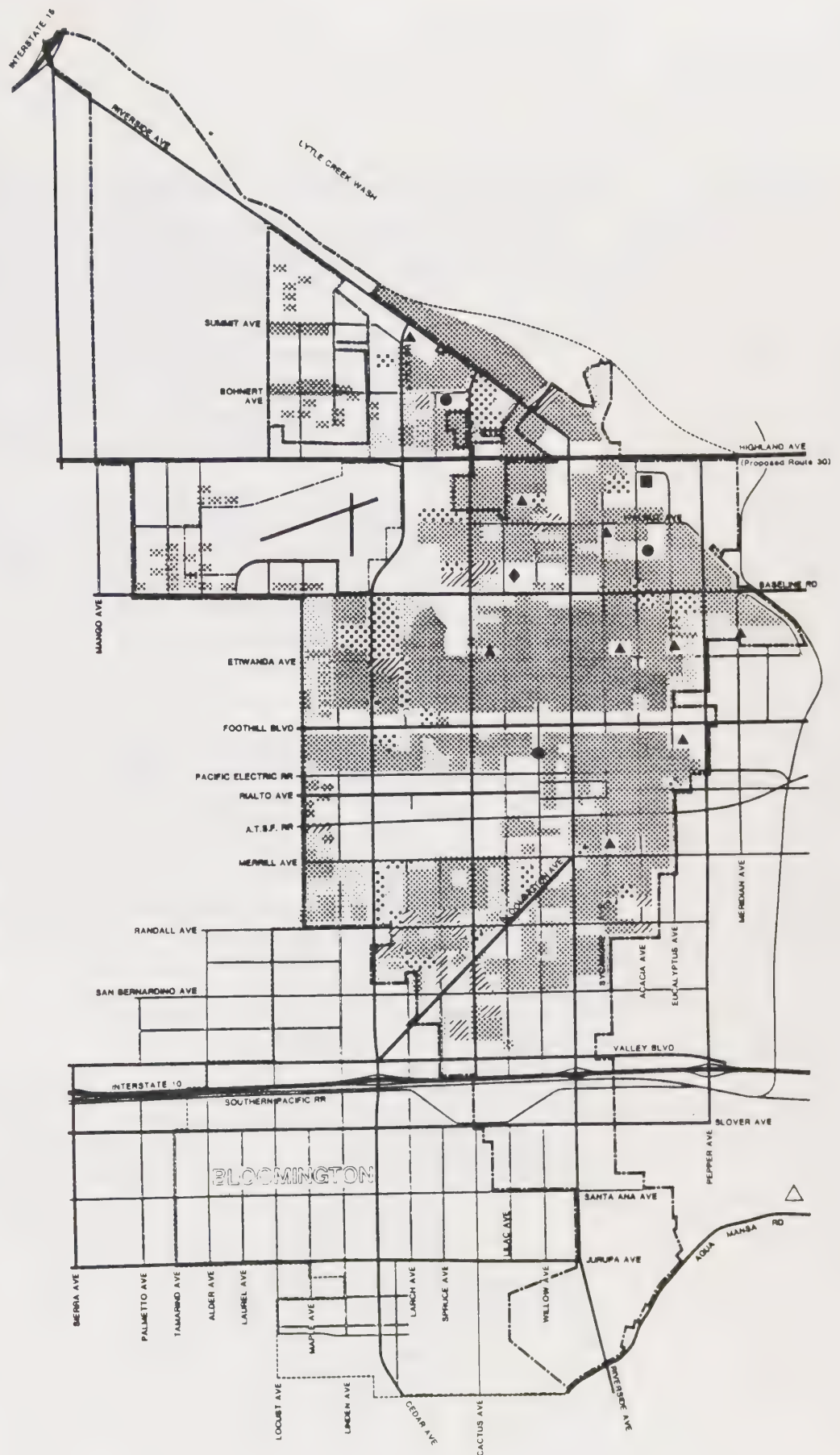


FIGURE VI-1
RESIDENTIALLY DESIGNATED VACANT LAND AND
CURRENTLY DEVELOPED RESIDENTIAL PROPERTY
SOURCE: Beland/Associates, Inc.; City of Rialto

Further refinement of population and growth statistics which are truly meaningful is extremely difficult. Although complex modeling scenarios can be used to develop growth projections, many of the principal factors affecting growth are conditioned by national and international conditions which are nearly impossible to predict. This is also true of the SCAG projections which use regional trends from the last several years as the basis for city-specific population and housing predictions.

The estimates described in the previous two paragraphs and shown on Table 12 are based on four residential land use classifications (i.e., low density, 0-3 du/ac, medium-density, 3-6 du/ac, high-density, 6-21 du/ac, and Planned Residential Development at 6 du/ac).

State planning and zoning requirements for the inclusion of moderate-, low-, and lower-income housing units as part of private development projects, coupled with accompanying density bonuses and other incentives, provide significant incentives for the development of such housing. These state laws result in an increase by 25 percent over the otherwise maximum allowable residential densities as defined by the General Plan.

3. Infrastructure

Essentially all vacant residentially designated land excepting the main Planned Residential Development areas is in close proximity to the infrastructure systems (i.e., utilities and streets) necessary to provide service. While construction of local interior street and minor utility extensions would be required in some cases, the overall extent would not be great; the location of streets and utility lines is shown in Sections E and F of the Master Environmental Assessment included with this report. No street extensions or major service system improvements would be necessary for development of multi-family designated areas.

B. Constraints upon Housing Production and Affordability

There are a number of factors impacting the housing market which significantly constrain both the production as well as the affordability of new units. Such factors are listed below:

1. Governmental Constraints

Actual and potential governmental constraints on housing can be summarized as follows:

- The majority of the residentially designated property within the city is intended for single-family dwelling units. While the emphasis on single-family units affects both housing choice and housing cost, it is important to note that Rialto is one of the few locations in Southern California where moderately priced detached single-family housing is still available.
- With the revenue limitations placed on local government as a result of Proposition 13 and Proposition 4, the development process is no longer subsidized by the city and the fee structures have been increased.

However, it is important to note that development fees in Rialto are comparable with surrounding areas. A listing of all fees is included in Appendix B. Development fees are not seen as a constraint to low- or moderate-income projects, which could be accommodated without zone changes or conditional use permits. Specific Plan requirements are designed to streamline the approval process for the city, which, in turn, will ultimately save developers money. A description of the Specific Plan requirements and process is found in the Community Development Element of the General Plan.

- Current federal and state tax laws provide little encouragement for increased investment in rental housing.
- No major off-site improvements are expected to be associated with development of most vacant residential sites. A review of on-site requirements (i.e., sidewalks, landscaping, setbacks, etc.) for residential zone categories shows them

to be no more restrictive than in other nearby communities. There does not appear to be a basis for reducing standards to provide incentives for low- and moderate-income development. Current standards are the minimum necessary to insure adequate housing developments.

2. Non-Governmental Constraints

Constraints resulting from operations of the marketplace are summarized below:

- High construction costs and high costs of borrowing inflate housing prices.
- High costs of borrowing money tend to result in the deferment of property maintenance and housing rehabilitation efforts.
- The comparative financial advantages accruing to sales housing development have led to sharply reduced investment in new rental housing.

C. Opportunities for Energy Conservation

Conservation of natural energy resources is of high priority, both nationally and locally. Measures which result in the conservation of energy can be divided into three major categories: (1) Incorporation of energy-conserving features in new construction, (2) Installation of energy-conserving features into existing structures, and (3) The practice of energy-conserving measures by residents. Most of the features which can be incorporated into new construction can also be installed in existing units. A suggested list of such features is included in Table 13. Potential conservation measures which can be practiced by residents are listed in Table 14.

There are a variety of programs available to builders and property owners dealing with energy conservation. Such programs are found at federal, state, and local levels, and include a wide range of strategies. To attempt a comprehensive list of such programs is beyond the scope of this document.

Some of the most accessible programs for both builders and property owners are being undertaken by the larger utility companies, specifically the Southern California Edison Company and the Southern California Gas Company.

TABLE VI-13

ENERGY CONSERVATION FEATURES
FOR NEW CONSTRUCTION AND EXISTING UNITS

A. Energy-Efficient Equipment

1. Energy-efficient gas ranges with pilotless ignitions.
2. Energy-efficient gas built-in surface units with pilotless ignitions.
3. Energy-efficient gas built-in oven units with pilotless ignitions.
4. Energy-efficient gas water heaters.
5. Energy-efficient gas forced air furnaces with pilotless ignitions.
6. Energy-efficient gas wall furnaces with automatic thermostats.
7. Energy-efficient gas clothes dryers with pilotless ignitions (per dwelling unit).
8. Gas outlets for energy-efficient gas clothes dryers (single-family and condominiums).

B. Energy-Efficient Support Measures

1. Gas heating thermostats with setback capability.
2. Clogged-filter indicators for gas heating systems.
3. Fireplace dampers with exposed handles.
4. Heat exchangers in fireplace or free-standing solid fuel units.
5. Humidifiers added to gas heating system.
6. Flue dampers as integral part of forced air unit heating systems.

C. Energy-Efficient Construction

1. Double glazed windows and doors.
2. Glass area less than 12 percent of heated space.

3. Foam-filled (or equivalent) insulated exterior doors (per door).
4. Insulation in attic increased to R-22 or R-30.
5. Insulation in walls increased to R-19.
6. Slab perimeter insulation R-7 or greater.
7. Hot water pipe insulation of one-half inch or more in unheated areas.
8. R-7 or greater insulation installed under wood floors.

D. Energy-Efficient Solar/Gas Installations

1. Energy-efficient solar/gas water heating.
2. Energy-efficient solar/gas space heating.
3. Energy-efficient solar/gas pool heating (per rental or condo).
4. Energy-efficient solar/gas pool heating (single dwelling).

E. Energy-Efficient Electrical Equipment

1. Air economizers in conjunction with cooling system.
2. Dishwashers with power saving drying cycles.
3. Air conditioning (central) or room units with Energy Efficiency Rating of 9 or more.
4. Fluorescent lighting fixtures in kitchen area.
5. Fluorescent lighting fixtures in all baths.
6. Fluorescent lighting fixtures in recreation room.

Source: Southern California Gas Company, 6/81.

TABLE VI-14

ENERGY CONSERVATION MEASURES FOR RESIDENTS

A. Heating

1. Keep room temperature at 65° or lower. Turn heating control down at night or when away from home. Install a thermostat with a night setback feature which does this automatically.
2. Draw draperies at night to limit heat loss; open them on sunny days to let the heat in.
3. Close damper when fireplace is not in use.
4. Check the furnace filter monthly, and replace it when dirty. To check filter, hold it to the light; if light does not pass through readily, replace filter. Cleaning is not recommended (unless equipped with a permanent filter).
5. Turn off furnace pilot at end of heating season.
6. Weatherstrip windows and doors.
7. Caulk cracks around windows and doors.

B. Water Heating

1. Take fast showers.
2. Repair leaky faucets.
3. Install water-saving showerheads which restrict water flow.
4. Operate dishwashers only for full loads.
5. Set water heater thermostat below "normal". Turn to "pilot" position when away for extended periods of time (one week or longer).
6. Use cold water for operating food waste disposer and for pre-rinsing dishes.
7. When handwashing dishes, avoid rinsing under continuous hot running water.

8. Insulate water heater with an insulation blanket.

C. Laundry

1. Wash and dry full loads of clothes, or adjust water level for the size of the load.
2. Wash clothes in warm or cold water.
3. Don't over-dry clothes, follow manufacturer's instructions for drying time.

D. Cooking

1. Reduce burner flame to simmer after cooking starts.
2. Cook by time and temperature, avoid opening oven door while food is cooking.
3. Use one-place cooking when possible; prepare meals using only the oven, broiler, or top burner.
4. Check to make sure all burners are off when not in use.

Source: Southern California Gas Company, 6/81.

The Gas Company offers awards to builders who construct projects which meet specific energy efficiency standards. In addition, both the Gas Company and the Edison Company provide assistance to consumers. These activities include special consumer information sections which disseminate conservation information through community organizations and special programs, billing inserts, and programs to local schools.

D. Program Funding

The housing needs of the city's lower income residents are met through a variety of governmental assistance programs. The principal source of funding is the San Bernardino County Community Development Block Grant Program (CDBG) which utilizes federal funds to assist home owners in Rialto. The city has also been an active participant in the development of Section 8 assisted housing. Placement of households in these units is administered through the San Bernardino County Housing Authority.

Incentive to the private market for the construction of low- and moderate-income housing has played an important role in the development of such units in Rialto. In addition, the city has helped housing developers participate in a county-wide mortgage bond program to reduce interest rates for qualified home buyers.

The city's Redevelopment Agency, through Redevelopment Tax Increment funds, specifically the 20 percent of increment funds required to be spent for housing programs, will also contribute monies for housing assistance. Estimates of the amount of money from this source are difficult to make since they depend on the actual amount of commercial and industrial development which occurs within the city's two redevelopment areas. For 1984, approximately \$15,000 is anticipated.

E. Public Participation

Active public participation is a key component in the development and implementation of the city's Housing Element and Housing Assistance Plan. Development of the plan was undertaken by a citizens' committee with meetings noticed in the local newspaper and open to all citizens. The legal requirements for meetings, notification, and formal public hearings far exceeded those required by law. Success in implementing many of the

- Housing Program Actions is dependent on a high level of visibility. Specific programs will include publicity in local newspapers, review at public meetings, as well as surveys and special notification through utility bill inserts, phone contacts, and special mailings.

- HOUSING GOALS, OBJECTIVES AND POLICIES

This section of the Housing Element presents Rialto's goals, objectives and policies relative to the development, improvement and maintenance of housing within the community.

Housing goals are statements of the aspirations of the community, and represent the ends to which housing efforts and resources are directed. Statements of objectives are more specific and provide guidelines for actions and later evaluation. Statements of policy are more specific still, and provide well-defined guidelines for decision-making. Program actions are intended to carry out the goals, objectives and policies stated herein, and are presented in the next section of the Housing Element.

A. Housing Availability and Production

Goal No. 1: Promotion of the availability of decent housing and a suitable living environment for every Rialto family and individual.

- Objective 1.1: Promote and encourage construction of new housing units on suitable vacant property until such time as all vacant residentially designated land has been developed. The total number of units should be carefully monitored.
 - Policy 1.1.1: Promote and encourage development of housing which varies by type, design, form of ownership, and size.
 - Policy 1.1.2: Maximize use of remaining vacant land suitable for residential development.
 - Policy 1.1.3: Promote and encourage infill housing development and more intensive use of underutilized land for residential construction.
 - Policy 1.1.4: Promote and encourage use of innovative construction methods, design standards and energy conservation techniques in new housing development.

B. Housing Affordability

Goal No. 2: Promote and encourage housing opportunities for all economic segments of the community, regard-

- less of age, sex, ethnic background, physical condition, or family size.
- Objective 2.1: Promote construction or availability of 600 housing units per year over the next five years, affordable to those with incomes up to 120 percent of county median income.
 - Policy 2.1.1: Pursue available housing assistance programs funded by the state and federal governments.
 - Policy 2.1.2: Continue a policy of expeditious processing of residential development proposals and permits.
- Objective 2.2: Promote the affordability of existing housing units for low- and moderate-income households by capturing federal housing assistance subsidies for the benefit of eligible city residents.
 - Policy 2.2.1: Actively assist the San Bernardino County Housing Authority in placing Section 8 certificates in the community.

C. Housing Condition

Goal No. 3: Promote and encourage the rehabilitation of deteriorated dwelling units and the conservation of the currently-sound housing stock.

- Objective 3.1: Promote the rehabilitation of deteriorated dwellings.
 - Policy 3.1.1: Pursue housing rehabilitation programs offered by the state and federal governments.
 - Policy 3.1.2: Pursue cooperation with county agencies to provide below-market rate rehabilitation loans for both owner-occupied and rental housing.
 - Policy 3.1.3: Promote utilization of rehabilitation assistance programs to alleviate overcrowded conditions.
- Objective 3.2: Promote maintenance of currently sound housing.

- Policy 3.2.1: Utilize public information and assistance programs to encourage repair before major damage occurs.
- Policy 3.2.2: Monitor housing conditions in Rialto annually. If evidence of deferred maintenance increases, consider implementation of occupancy inspection program.

- THE HOUSING PROGRAM

This Housing Program sets forth a five-year schedule of actions for Rialto to implement housing policies and to achieve the city's housing goals and objectives. It is recognized that federal housing programs, in particular, will be changing during the period of this Housing Element. As such changes occur, the Housing Program will be modified to reflect then-current available resources.

A. Actions in Support of Housing Availability and Production

Marketplace considerations represent the most significant factors governing the production of new housing. A review of housing trends over the last several years (see Table 5) indicates that the SCAG projections and accompanying definition of housing needs over the next five years (see Table 1) may be somewhat high. Meeting the housing need identified in the Regional Housing Allocation Model (see Table 1) would require the construction of nearly 1,000 dwelling units per year. The strong likelihood that potential federal deficit increases will result in increased interest rates, with a resultant constriction of housing development, indicates that an average of approximately 750 to 500 dwelling units per year is more reasonable. It is, therefore, extremely important that the city continually monitor development trends and update its housing projections accordingly.

At the present time, there are 200 units of Section 8 New Construction Housing in two major projects within the city. No new units are expected, since this program is being phased out. The County Housing Authority has placed 43 households in Section 8 existing rental units, and the process has been completed to acquire five additional units at sites scattered throughout Rialto. Private market incentives will result in the construction of approximately 100 new dwelling units in two projects for low- and very low-income households in 1984.

In preparing an objective for the production of new housing for very low- and low-income households, the city has taken the RHAM Model (see Table 1, page) into consideration, as well as recent development trends and funding constraints. An objective of approximately 100 new affordable housing units per year appears achievable. Of these 100 units, 45 percent should be for very

low income households and 55 percent for low income households. Nearly all of this housing is expected to be constructed through private development.

Households with special needs, specifically those headed by females, having disabled or handicapped individuals, and large families who were previously living in dwellings which were too small, should be given priority for the acquisition of new units.

Housing for the elderly will continue to be an important target for new dwelling in Rialto. One hundred of the present Section 8 housing units are for the elderly and handicapped; and a private development project for 160 such units is expected to be constructed in 1984. The city's goal for the construction of new housing units specifically designated for the elderly is 100 dwelling units per year over the next five years.

City policies designed to speed the processing of new housing units as well as rehabilitation of present units will be continued. Processing through the City of Rialto is designed to assure compliance with local codes and policies and to include assurance of compliance with the requirements of higher levels of government (i.e., CEQA, Air and Water Quality, State Map Act, etc.). Fees assessed as a function of processing fall into two categories: (1) Filing and plan checking fees to defray expenses incurred by the city for a specific project are user fees, and (2) Fees and charges for service systems (water, sewer, etc.,) are designed to provide for necessary capital improvements more economically and efficiently than if total reliance was placed on establishing assessment districts and issuing municipal bonds. The cost of additional facilities to accomodate new development has a limited impact on existing residents who have already paid their fair share of facility development.

Rialto reduces processing delays and the impact of fees to a minimum through fast-track approval processing and the deferment of portions of fees to various stages of development. This system was instituted to reduce the cost of development financing.

Designing and administering zoning codes and development standards are continuing processes of local government. In the past year, the City of Rialto has adopted three (3) new zoning districts to provide for quality,

compatible development at higher densities for the more efficient uses of residential land. These new codes are: (1) MHD - Mobilhome parks and subdivisions; (2) PRD-A - Planned Residential Development of attached units (townhomes and condominiums); and (3) PRD-D - Planned Residential Development of detached single-family homes in cluster patterns. These new zones allow for reduction of lot sizes, street widths, and sidewalks, while providing for adequate vehicular and pedestrian access to all properties and facilities. Units developed in these zones will provide alternative housing types and tenure at more affordable prices.

Development standards include architectural review. The 1978 Review Standards have been revised to cover approval of mobilehomes as alternatives to site-built single-family dwelling units. The Standards are concerned with compatibility of design, quality of materials, and safety. They also encourage the provision of solar access and the use of passive solar techniques.

The city is providing fast-track processing and planning assistance for commercial and industrial development to encourage the creation of jobs in this area of generally affordable housing .

B. Actions in Support of Housing Affordability

It is the intent of the city to actively continue policies which support affordable housing and to participate in county housing programs. In addition to the policies designed to expedite development processing, there are several other actions to be taken by the city which help encourage housing affordability. These measures are outlined in this section.

The city will develop a public information and referral program designed to acquaint all economic segments of the community with available housing financing, rental assistance, and fair housing programs. This program will be coordinated with San Bernardino County and is expected to cost approximately \$5,000 per year for five years. Funding will be through the Redevelopment Agency and the CDBG program.

The use of tax-exempt mortgage revenue bonds (SB 99) to provide below-market rate long-term financing will be utilized to the maximum extent possible. A goal of assisting approximately 20 units per year appears reasonable. Funding will come exclusively from the Redevelopment Agency.

Non-assisted rental and sales housing developments directed to the needs of moderate-income households also face feasibility constraints in times of high interest rates. Where necessary, utilization of the bonding authorities, if available, of the Redevelopment Agency, and of the City (AB1355) to issue tax-exempt mortgage revenue bonds to provide below-market interest rate financing available for such projects should be undertaken.

C. Actions in Support of Maintaining and Improving Housing Condition

The San Bernardino Urban County Community Development Block Grant Program (CDBG) utilizes federal funds to assist homeowners in the City of Rialto. Over the last two years (1982-1983) there have been 55 repair service grants to elderly and disabled homeowners and eight low-interest rehabilitation loans to low- and moderate-income households through this continuing program. This rate is expected to continue resulting in up to 20 rehabilitation loans and 125 repair service grants over the next five years.

Funding priority should be given to rehabilitation cases in which bedroom additions are planned to help alleviate overcrowding, as well as to accessibility improvements to assist handicapped and disabled persons.

The city will also continue to participate in county public information and technical assistance programs designed to encourage continued maintenance of currently-sound housing.

The city should investigate ways of reducing the number of boarded-up recently constructed housing units. The lending institutions which have taken over these units should be identified and a program developed which targets home ownership assistance programs specifically for such units.

MASTER ENVIRONMENTAL ASSESSMENT (MEA)
ENVIRONMENTAL IMPACT REPORT (EIR)

GENERAL PLAN
CITY OF RIALTO, CALIFORNIA

March 1985

Prepared by:
BELAND/ASSOCIATES, INC.
C G ENGINEERING

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EXECUTIVE SUMMARY

The MEA/EIR is both a description of existing conditions in the Rialto Planning Area and an analysis of the effects of General Plan policies and land use recommendations. The MEA/EIR has been designed to be easily revised as General Plan amendments are proposed and as new base data becomes available.

I. RIALTO TODAY

The section which follows presents a brief overview of the present level of development in Rialto, as well as some of the historical trends which have helped shape that development. It serves as a summary to the Master Environmental Assessment (MEA).

About a quarter of Rialto's incorporated area is devoted to residential uses. Rialto and the surrounding communities experienced major building booms in the 1950s, '60s, and early '70s, giving the city a population of 42,550 in January of 1983. Between 1979 and 1982, the population grew at an average rate of seven percent per year, though this rate of growth dropped sharply in 1983. This reduced population growth reveals that fewer residential buildings were built and occupied than in previous years; this reflects regional and national trends and is certainly not unique to Rialto. About three-quarters of the city's housing stock is in single-family residences, while 15 percent is apartment and condominium development. Seven percent of the total housing stock is in mobile homes, many of which are concentrated in several large mobile home parks in the southern portion of the city, north of Interstate 10.

Less than three percent of the city's available land is developed in commercial uses. The most successful businesses have been those which traditionally do not suffer from competition from outlying areas: Food, Drug, and Packaged Liquor Stores. Presently available information indicates that the city's merchants are losing business to adjacent cities in the Restaurant, Building Material, and Auto Dealer and Parts Store categories. It is probably an accident of geography that no regional- or community-scale shopping centers have developed in Rialto. Though the Rialto market area has a sufficiently large population, the larger centers have developed around areas with better access to major transportation routes, such as the Inland Center, near the intersection of the Interstate 10 and 15E Freeways.

About five percent of the city's area is developed with industrial uses; this figure includes the petroleum tank farm in the southern part of the city, and the "boom town" area of old munitions bunkers, now used for warehousing and light manufacturing. Only about 50 acres have been developed with industrial uses in the past two years.

The northern portion of the city was annexed with the thought that it would provide the city with an industrial land resource. This area hasn't developed yet because of several factors - the lack of water and sewer service, and difficult access. The construction of the Route 30 (Foothill) Freeway is almost essential for this area to develop.

This northern portion of Rialto is also more susceptible to earthquake damage. The San Jacinto Fault, considered by geologists to be one of the most active and potentially destructive in the state, runs near the northern border of the city. A special state-defined earthquake hazard zone (an Alquist-Priolo zone) runs along the fault trace, which imposes restrictions on residential development within several hundred feet of the fault trace. In addition, some other areas of Rialto are susceptible to ground settlement during strong earthquakes, but there is little danger of soil liquifaction, which occurs when water-saturated or sandy soils suddenly lose the ability to support buildings under the stresses of a strong earthquake.

The systems which provide water to Rialto, and haul away its solid waste, are adequate to provide for the current needs of the city, though the water system will have to be expanded if it is to provide service to undeveloped areas of the city. The sewer system is also adequate for the moment, though new collectors and trunk lines will be needed to serve outlying areas of the city as they develop. If Bloomington ever becomes part of the city, the treatment plant will have to be expanded.

The part of the city south of Santa Ana Avenue is downhill of the treatment plant; consequently, this area can't be hooked up to the city's sewer system. Eventually, collector lines and a sewer lift station will be installed to pump the sewage up to the treatment plant.

Rialto is not faced with a major flooding problem, and the Federal Insurance Agency maps do not define any flood hazard areas in the city. The major flood control concern in the city is the completion of the Rialto Channel, which can currently carry 600 cubic feet per second. When the Channel is upgraded, it should have a capacity of 10,000 cubic feet per second. San Bernardino County has designed a new storm drain to keep Riverside Avenue from flooding south of Merrill Avenue during storms; however, there is no funding currently available to build the project.

The city's street system is generally in good condition, although a significant amount of maintenance will be required in the near future. The only major work the city contemplates at this time is the widening of Riverside Avenue between Highland Avenue and Country Club Drive to its full 72-foot curb separation and 100-foot right-of-way. A new traffic signal is planned for the intersection of Lilac, Randall, and Bloomington Avenues.

In conclusion, our analysis of the city has resulted in the identification of several factors which will greatly affect future development; these are listed as follows:

- Rialto is at the center of one of the more dynamic growth areas in California.
- Rialto has the potential for being served by an extensive regional circulation system through the I-10 Freeway, proposed Route 30 Freeway, as well as I-15.
- Rialto's municipal airport has a strong potential for development which in turn could attract business and industry.
- Rialto has a significant amount of potentially developable land suitable for a variety of different land uses.

II. PLANNING AREA

The Rialto Planning Area considered in this document comprises all of the land within the City's Corporate Boundary as well as certain areas within the City's Sphere of Influence. The Bloomington community, an unincorporated area adjacent to the southwestern border of the city, is excluded. Although part of the Rialto Sphere of Influence, this area has its own Community Plan and separate leadership. Inclusion in this Planning Program would have resulted in an unnecessary duplication of effort. The Rialto General Plan does include County "islands" and other unincorporated areas in the northern portion of the city.

III. ENVIRONMENTAL FACTORS MATRIX

The Environmental Factors Matrix (Table ES-1) indicates the relative importance of various aspects of the environment in and around Rialto. The matrix is intended for use by City staff in scoping the content of environmental impact reports on future development projects. The subject headings on the matrix have been adapted from the State of California Environment Checklist; factors not pertinent to the City of Rialto have been deleted.

IV. ENVIRONMENTAL IMPACT OF THE GENERAL PLAN

Table ES-2 summarizes the significant environmental impacts which will occur in the Rialto study area subsequent to the full development under the new General Plan. The significant effects which will occur are the direct and indirect consequences of the city's growth from a population of 42,550 in 1983 to a projected 75,000 sometime after 2000. Included in Table ES-2 are mitigation measures which will help reduce negative effects. The measures include both policies incorporated in the General Plan and "other" measures which would be constructive but which have not been adopted or approved.

TABLE ES-1

ENVIRONMENTAL FACTORS MATRIX*

	ENVIRONMENTAL FACTORS	LAND USE POLICY MAP AREA						
		Open Space	Residential (Vacant)	Commercial (Vacant)	Industrial (Vacant)	Developed Areas	Community Wide	Region Wide
EARTH	Seismic Hazards	-	0	0	0	0	0	0
	Soil Conditions	X	X	0	0	-	0	0
	Topography	X	X	0	0	-	0	0
	Unique Features	-	-	-	-	-	-	-
	Water Erosion	X	X	-	-	-	X	X
	Geologic Hazards	X	0	0	-	-	-	0
AIR	Air Emissions/Quality	-	0	0	0	0	X	X
	Odors	-	0	-	0	-	-	-
	Climate	-	-	-	-	-	-	-
WATER	Surface Flow	X	X	0	0	0	0	0
	Absorption Rates	0	-	-	-	-	-	0
	Drainage Patterns	X	0	0	0	-	0	0
	Flood Water	X	X	-	-	0	0	0
	Surface Water (Lakes)	-	-	-	-	-	-	-
	Flow of Ground Water	-	-	-	-	-	0	0
	Ground Water Quality	-	-	-	-	-	X	X
	Water Quality	-	-	-	-	-	-	-

* Environmental Factors which will affect, or be affected by, current land uses or potential land use changes:

X= Major Effect

0= Moderate or Potential Effect

-= Limited or Negligible Effect

TABLE ES-1, continued

	ENVIRONMENTAL FACTORS	LAND USE POLICY MAP AREA						
		Open Space	Residential (Vacant)	Commercial (Vacant)	Industrial (Vacant)	Developed Areas	Community Wide	Region Wide
Plants & Animals	Diversity of Species	0	-	-	-	-	-	0
	Unique/Rare Species	-	-	-	-	-	-	0
	New Species	0	-	-	-	-	-	-
	Habitat Areas/Agri.	0	X	-	-	-	0	0
Noise	Noise Level	-	0	-	-	0	-	-
	Exposure to Noise	-	0	-	-	0	0	0
Resource	LIGHT AND GLARE	-	0	0	X	0	X	X
	LAND USE	0	0	X	X	0	X	X
	Use of Natural Resources	-	-	0	0	0	X	X
	Deplete Resources	-	-	-	-	-	0	0
Hazards	Toxic Substances/ Hazardous Waste	-	-	-	0	-	0	0
	Emergency Plans	-	X	X	X	X	X	X
	POPULATION GROWTH	-	X	X	0	0	X	X

* Environmental Factors which will affect, or be affected by, current land uses or potential land use changes:
 X= Major Effect
 0= Moderate or Potential Effect
 -= Limited or Negligible Effect

TABLE ES-1, continued

	ENVIRONMENTAL FACTORS	LAND USE POLICY MAP AREA						
		Open Space	Residential (Vacant)	Commercial (Vacant)	Industrial (Vacant)	Developed Areas	Community Wide	Region Wide
Transportation/Housing Circulation	Existing Housing	-	-	0	0	X	X	X
	Housing Factors	-	-	X	X	X	X	X
	Vehicle Movement	-	0	X	0	X	X	0
	Parking	-	-	X	0	0	0	0
	Transportation Systems	-	0	X	X	X	X	X
	Circulation Patterns	-	0	X	X	X	X	0
	Rail Traffic	-	-	0	X	0	0	0
	Air Traffic	-	-	-	-	-	-	-
	Traffic Hazards	-	0	0	0	0	X	X
Public Services	Fire Protection	-	0	X	X	X	X	X
	Police Protection	0	0	0	0	X	X	X
	Schools	-	0	0	-	X	X	X
	Parks/Related Facilities	-	0	0	0	X	X	X
	Public Facilities/Services	-	0	0	0	X	X	X
	Other Gov't. Services	-	0	0	0	0	0	0
Energy	Fuel or Energy	-	-	0	0	0	0	0
	Demand on Energy	-	-	0	0	0	0	0

* Environmental Factors which will affect, or be affected by, current land uses or potential land use changes:

X= Major Effect

0= Moderate or Potential Effect

-- Limited or Negligible Effect

TABLE ES-1, continued

	ENVIRONMENTAL FACTORS	LAND USE POLICY MAP AREA						
		Open Space	Residential (Vacant)	Commercial (Vacant)	Industrial (Vacant)	Developed Areas	Community Wide	Region Wide
UTILITIES	Power	-	-	0	0	-	0	0
	Natural Gas	-	-	0	0	-	0	0
	Communication	-	-	0	0	-	0	0
	Water	-	0	0	0	-	X	X
	Sewer	-	0	0	0	-	X	X
	Storm Drain	-	0	0	0	0	0	X
	HUMAN HEALTH	-	0	0	X	X	X	X
	AESTHETICS	X	X	X	0	X	X	X
CULTURAL	Archaeology	0	0	0	0	-	0	0
	Paleontology	-	-	-	-	-	0	0
	Historic	-	-	-	-	-	0	0
	Unique Cultural Values	-	-	-	-	-	-	-

* Environmental Factors which will affect, or be affected by, current land uses or potential land use changes:

X= Major Effect

0= Moderate or Potential Effect

-= Limited or Negligible Effect

TABLE ES-2

SUMMARY OF SIGNIFICANT ENVIRONMENTAL IMPACTS
AND MITIGATION MEASURES

MEA SECTION	GENERAL PLAN LAND USE POLICY MAP LOCATION	DESCRIPTION OF IMPACT	MITIGATION MEASURES	
			GENERAL PLAN	OTHER
Plants & Animals II-B-5	Open Space	Native Plant and Animal Species impacted by urban development.	Essentially no significant plant or animal habitat areas occur in Rialto.	
Noise II-A-5	Areas Adjacent to Freeways, Railroads and the Airport.	A few housing units are within the 65 dBA noise impact contour.	Policies limit the amount of residentially designated property within the potential noise impact areas.	Airport Master Plan, noise abatement policies.
Hazards II-A-4, II-A-6	Developed Areas, Industrial Areas.	Potential adverse impacts from toxic substances, hazardous wastes, and natural disasters.	Policies call for city monitoring of businesses and locales which have a potential for introducing toxic substances or hazardous materials into the environment.	City Disaster Preparedness Plan.
Traffic II-F	Community-wide interface between developed areas, Specific Plan areas, and R-PRD areas.	Increase in daily vehicle trips will occur in the event one or more major residential, commercial, or industrial developments are constructed.	Provision for adequate vehicle circulation in Specific Plan submittal. Inclusion of freeway access and circulation studies in Specific Plans.	

TABLE ES-2, continued

MEA SECTION	GENERAL PLAN LAND USE POLICY MAP LOCATION	DESCRIPTION OF IMPACT	MITIGATION MEASURES	
			GENERAL PLAN	OTHER
Water System II-E-1	Community-wide, regional.	Potential Population in- creases, as well as addi- tional commercial and in- dustrial development, would increase water de- mand.	Water conservation, both local and regional. Potential for aquifer recharge. Increased coordination with local water purveyors.	Re-examine water needs in light of poten- tial population increases as new development is proposed. Spe- cific Plan review.
Sewerage System II-E-2	Community-wide.	Potential need for addi- tional collection and treatment facilities to accomodate population increase.	Inclusion of sewer system im- provements in City Capital Improvements Program. Policy for integration of General Plan proposals in sewer master planning. Policy of coordina- tion with adjacent agencies.	Examine sewer needs based on Sewer Master Plan recommendations. Specific Plan Re- view process to assess potential population in- creases as new de- velopment is pro- posed.
Storm Drain System II-E-7	Community-wide.	Need for additional storm drainage facilities to ac- comodate potential popu- lation increases.	Inclusion of storm drainage facilities City Capital Improve- ment Program.	Specific Plan Review.
Public Facilities II-O-1 thru 6, II-H	Community-wide.	Need for additional police, fire and city administra- tion, increased number of school children.	In-lieu fees for new schools, encouragement of private recreation facilities, coordina- tion with Police and Fire De- partments.	Specific Plan Review.

I. INTRODUCTION

A. PURPOSE

The MEA/EIR is a single document designed to serve two functions: A Master Environmental Assessment (MEA) and an Environmental Impact Report (EIR).

The MEA is a description of natural and man-made conditions in the Rialto Study Area, an "environmental catalogue" for the City, both now and over the life of the General Plan.

The EIR is an analysis of the environmental impacts of General Plan goals, policies, and programs.

The MEA will minimize paperwork and staff time for reviewing environmental impact reports on future development projects (both public and private). The "environmental catalogue" is organized in sections which parallel the elements of the General Plan, and has been designed to facilitate periodic updating in response to new information. (See Section C.2., Updating the MEA.)

The EIR is intended to satisfy State requirements for environmental impact analysis for General Plans. By State law, a General Plan, whether a new plan or a revision to some or all elements, is considered a "project", and is therefore subject to State EIR guidelines (Title 14, Division 6, Chapter 3: Guidelines for Implementation of the California Environmental Quality Act of 1970). Major portions of the EIR have been incorporated in the Master Environmental Assessment. The MEA/EIR includes a reference section indicating where required portions of the EIR are contained.

B. THE GENERAL PLAN AND THE EIR

The State of California General Plan Guidelines (September 10, 1980) outline the interrelationship of the General Plan and General Plan EIR. They state:

"Although a General Plan and an EIR on a General Plan are legally distinct, they overlap extensively. They must address many of the same concerns, and the processes for preparing them are very similar. A thorough process for preparing or revising an entire General Plan will cover virtually every substantive requirement of an EIR. For this reason, environmental review should be an integral part of preparing or revising a General Plan, not an after-the-fact exercise."

The State recognizes that an EIR on a General Plan will not be as detailed as one on a specific project:

"An EIR on a local General Plan should focus on the secondary effects that can be expected to follow from the adoption, but the EIR need not be as detailed as an EIR on the specific construction projects that might follow." (15147 (B)).

C. THE MASTER ENVIRONMENTAL ASSESSMENT

State EIR Guidelines specify provisions for inclusion of a Master Environmental Assessment with a General Plan and General Plan EIR:

"A public agency may prepare a Master Environmental Assessment ... for all ... the territory subject to its control in order to provide information which may be used or referenced in EIRs or Negative Declarations." (15069.6 (a)).

1. Uses of the MEA

State EIR Guidelines list a number of specific uses for an MEA, (15069.6 d). Those relevant to Rialto are summarized as follows:

- a. An MEA, "can identify the environmental characteristics and constraints of an area. This can be used to influence the design and location of individual projects."
- b. "A Master Environmental Assessment may provide information agencies can use in initial studies to decide whether certain environmental effects are likely to occur and whether certain effects will be significant."
- c. "A Master Environmental Assessment can provide a central source of current information for use in preparing individual EIR's and Negative Declarations."
- d. "Relevant portions of a Master Environmental Assessment can be referenced and summarized in EIRs and Negative Declarations."
- e. "A Master Environmental Assessment can assist in identifying long range, areawide, and cumulative impacts of individual projects proposed in the area covered by the assessment."

- f. "A Master Environmental Assessment can assist the city ... in formulating a General Plan or any element of such a plan, by identifying environmental characteristics and constraints that need to be addressed in the General Plan."
- g. "A Master Environmental Assessment can serve as a reference document to assist public agencies which review other environmental documents dealing with activities in the area covered by the assessment. The public agency preparing the assessment should forward a completed copy to each agency which will review projects in the area."

2. Updating MEA

While some of the information presented in the MEA will remain relatively static (e.g., earthquake hazard), much of the data will change over time. For all aspects of the document to be useful, a formalized procedure for review and updating is necessary. The MEA has been prepared in such a way to simplify this review and updating. Principal features designed for this purpose include:

- Report contained in three-ring binders for addition or deletion of pages; and
- Major topics beginning a new page.

Because the MEA is an information document, not a policy document, it may be updated by City staff without formal public hearings. The MEA should be given a comprehensive review annually. Major additions to the data base (such as population, land use, and dwelling unit information) should be incorporated as soon as they become available. Table I-1 which follows includes a listing of specific environmental factors which can be expected to change, and expected sources of new information.

Sources for data presented in the MEA are listed by MEA section in a bibliography at the conclusion of the report. They are listed in this manner to provide the reader interested in further investigating a particular subject with an easy way of locating available source material.

TABLE I-1
MEA UPDATING GUIDE

MEA SECTION	TOPIC	SPECIFIC DATA	SOURCE
A-1	Geologic/Seismic	New Base Data Pertinent to Rialto	California Dept. of Mines and Geology, San Bernardino County Planning Department
A-2	Flooding	Effects of storm drain improvements on flood hazard areas, reports on flood hazards	San Bernardino County Flood Control and Water Conservation District
A-3	Fire	Fire service areas and major new facilities	Rialto, Central Valley, San Bernardino Fire
A-4	Toxic & Hazardous Waste	Industries using or generating toxic wastes	Rialto Engineering Department
A-5	Noise	Alteration in Noise Sources	Rialto Planning Dept., AT&SF, SP Railroads, CALTRANS, Rialto Airport
A-6	Disasters	Review adequacy of Plan	Rialto Planning Dept. Rialto Fire, Police
B-1	Water Resources	Changes in aquifer recharge, water quality, and water sources	Rialto Public Works, West San Bernardino County Water District, Fontana Union, San Bernardino Valley Municipal
B-2	Air Quality	Air quality monitoring data, and air pollution point sources	State Air Resource Board, South Coast Air Quality Management District

TABLE I-1, continued
MEA UPDATING GUIDE

MEA SECTION	TOPIC	SPECIFIC DATA	SOURCE
B-3	Energy	Plans, program, system	Southern California Gas Co., Southern California Edison Co.
B-4	Soils/Agriculture	Soil conditions, agricultural areas	Rialto Planning Dept., Federal Soil Conservation Service, San Bernardino County Planning Department
B-5	Plants/Animals	Additions to listings of rare and endangered plants and animals	California Department of Fish and Game
C-1	Park/Open Space	Changes in Park/Open Space facilities	Rialto Planning Dept., Parks and Recreation Department
C-2	Scenic Highways/Vistas	Changes in status of scenic corridor areas	Rialto Planning Dept.
C-3	Historic/Cultural Resources	Additions to listing of culturally/historically important features	Rialto Planning Dept. Rialto Historical Society Museum
C-4	Library	Changes to library facilities	Rialto Planning Dept. San Bernardino County Library System
D-1	Land Use	Update maps and tables on existing land use, vacant land areas, land use to zoning	Rialto Planning Dept., Rialto Airport Commission

TABLE I-1, continued
MEA UPDATING GUIDE

MEA SECTION	TOPIC	SPECIFIC DATA	SOURCE
D-2	Population	Update Census tables	SCAG; U.S. Census; California Dept. of Finance
D-3	Economic Profile	Update tables	Rialto Planning Dept., San Bernardino County Economic Development Department
D-4	Residential Development	Update tables	Rialto Planning Dept., Rialto Bldg. & Safety
D-5	Commercial Development	Update tables	Rialto Planning Dept., Rialto Bldg. & Safety
D-6	Industrial Development	Update tables	Rialto Planning Dept., Rialto Bldg. & Safety
E-1	Water System	Changes to distribution system, service areas, reclamation, new sources	Rialto Public Works, West San Bernardino County Water District, Fontana Union, San Bernardino Valley Municipal
E-2	Sewerage System	Changes to collection network, treatment facilities, proposed system	Rialto Engineering Department
E-3	Solid Waste Disposal	Changes in collection methods, regional disposal sites closures and capacities	San Bernardino County Solid Waste Management, Rialto Planning Dept.

TABLE I-1, continued
MEA UPDATING GUIDE

MEA SECTION	TOPIC	SPECIFIC DATA	SOURCE
E-7	Storm Drain System	Alterations to flood protection measures	Rialto Engineering Department, San Bernardino County Flood Control
F	Circulation System	Update traffic volumes, add major changes to system	Rialto Planning and Engineering Depts.
G	Housing	Update housing projections and counts, see Rialto Housing Assistance Plan	Rialto Planning Dept.
H	Schools	Update table, changes in student generation factors	Rialto Unified School District, Colton Unified School District, Fontana Unified School District

II. ENVIRONMENTAL FACTORS

A. HAZARDS

1. Geologic/Seismic Hazards

a. Introduction

An extensive amount of background material pertaining to geologic and seismic conditions in the City of Rialto is available. Specific sources are listed in the Bibliography and include a number of Environmental Impact Reports and the City's "Seismic and Public Safety Element, Preliminary Study", August 1975.

b. Geologic Setting

Rialto is located in a portion of the Upper Santa Ana Valley on a gently sloping alluvial plain. This topographic region is defined by the San Gabriel Mountains on the north and the Santa Ana Mountains on the south. The Santa Ana River course is located just south of the City limits. The Lytle Creek Channel, a tributary to the Santa Ana River, defines the northern border of the Study Area.

The surface definition of geologic material, as contrasted from specific soil type associations, is mapped on Figure II-1. Four categories of alluvial material are identified. From a planning standpoint, the areas identified as "Qar-active River Channel alluvial", and "Qds-Dune Sand" present constraints on potential development. The areas in question are restricted to a small portion of the northeastern and southern sections of the Study Area.

The alluvial material in the city ranges in depth from 300 feet in the northern part of the planning area to 1,000 feet in the southern part.

The planning area ranges in elevation from 900 to 1600 feet above sea level.

c. Seismic Considerations

Three fault systems have a potential for direct impact on the Study Area. These are shown on Figure II-2 and are identified as the San Jacinto, Lytle Creek, and Glen Helen Faults. The information which follows on these Faults has been abstracted from the City's Seismic and Public Safety Element.

LEGEND

City Boundary

Sphere of Influence
Boundary

Major Arterials

Major Arterials
(Divided)

Arterials and
Highways

Secondary Roads

Proposed
Interchange

Qf
Alluvial Fan
Deposits

Qar
Active River
Channel Alluvium

Qao
Older Alluvium
Undifferentiated

Qds
Sand Dune

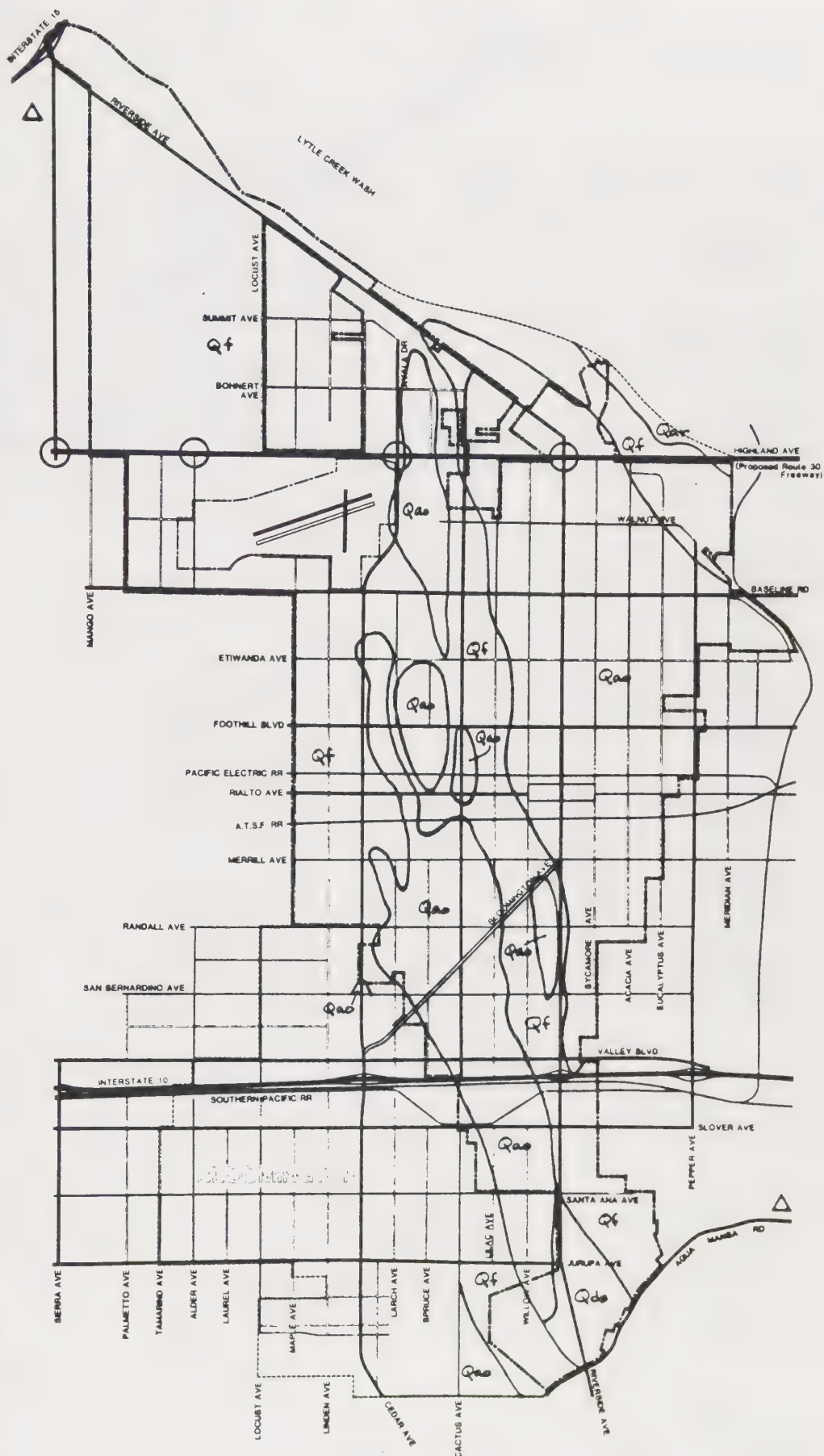
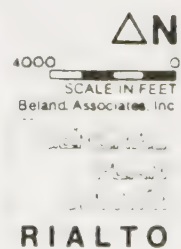


FIGURE II-1
GEOLOGIC MAP

SOURCE: California Division of Mines and Geology; City of Rialto



RIALTO

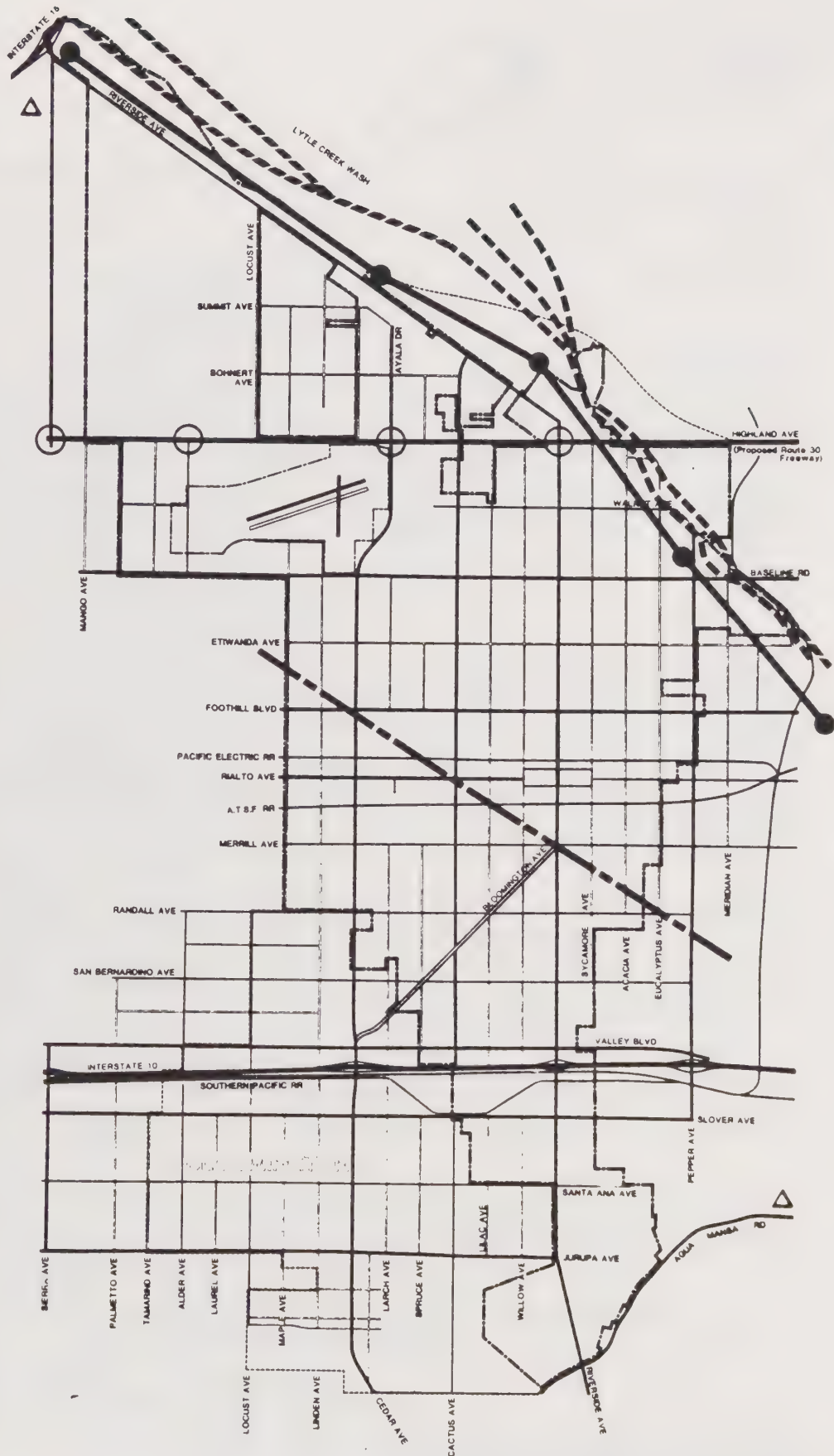
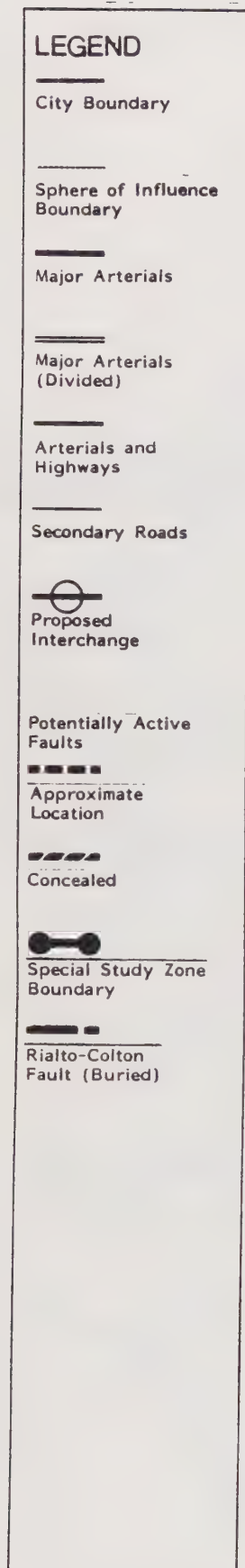
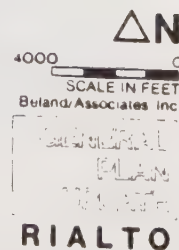


FIGURE 11-2
FAULT MAP

SOURCE: State of California, Special Studies Zones, San Bernardino North, San Bernardino South, Devore Quadrangles, July 1, 1974; Engineering Geologic Investigations for Various Tentative Tracts by Gary S. Rasmussen & Associates, 1976-78.



"The San Jacinto Fault System is located in the northeastern section of the planning area. It parallels Lytle Creek Wash north of Riverside Avenue and then enters the City limits slightly south of El Rancho Verde Golf Course. From this point, it traverses Frisbie Park and then follows the bench area and exits the City at the intersection of Baseline and Meridian Avenues. The San Jacinto is considered by most geologists to be the principal member of the San Andreas Fault System. Historically, the system has been very active, with several damaging earthquakes along its entire length."

Horizontal ground displacement has been associated with historic activity along this Fault.

"The Glen Helen Fault System is located in the extreme northeastern section of the planning area. This system has been relatively inactive with no major ground displacement occurring along its path."

"The Lytle Creek Fault System parallels the planning area on the north and merges with the San Jacinto System directly northwest of the Country Club area. No major ground displacement has occurred along this system; however, because of its close relationship with the San Jacinto System, the possibility of major ground displacement occurring along its path is likely."

A potential fourth fault system, (the Rialto-Colton Fault, has, in recent studies, proved to be an ancient system which does not present a hazard. It separates the Rialto and Chino Water Basins and is shown on Figure II-2 .

The San Jacinto Fault zone is considered one of the most active in Southern California. An Alquist-Priolo Special Studies Zone, which is a state-designated fault ground rupture hazard area, has been defined for this fault. This zone affects an area in the northern portion of the city shown on Figure II-2.

Abrupt movements along faults are the cause of earthquakes. These movements can result in both primary and secondary hazards. Primary hazards result directly from ground motion and include

ground rupture along the trace of the fault and ground shaking. Secondary hazards result from the interaction of the shaking and existing ground instabilities. They include settlement, landslides, and liquefaction (a sudden loss of strength in water-saturated sediments).







Small earthquakes occur more often than large ones. The risk of an earthquake of a particular size is indicated by its recurrence interval. The recurrence interval corresponds to the probability of that event occurring. A recurrence interval of 100 years corresponds to a 1 in 100 chance of an earthquake of a given magnitude happening in a single year. This does not mean that an earthquake of that magnitude will occur once every 100 years or that only one will occur within that time span. It is a statistical probability based on the best available data.

Structures can be designed to withstand earthquakes of different magnitudes. As structures are designed to withstand larger earthquakes, the level of risk decreases, but the cost of construction increases. This has led to the concept of acceptable risk. Acceptable risk is a subjective decision based on a balancing of the increased cost and reduced risk.

The level of acceptable risk can vary among different uses. For instance, it may be desirable to design certain public facilities such as hospitals and fire stations to withstand larger earthquakes than might be desirable for other structures. Since the determination of acceptable risk is a subjective decision, county and city planners in San Bernardino County have developed a scale of relative risk zones. These zones, as applicable to Rialto, are illustrated on Figure II-1 and described on Table II-1.




Earthquake shaking at a particular site is a function of both distance to the fault and site geology. The majority of the Rialto planning area has been classified in terms of ground shaking as Zone V. Technical information about this zone concerning maximum ground acceleration, period of ground shaking, and duration of ground shaking for each of the use categories, is given in Appendix A.

SEISMIC RISK - RELATED LAND USES

Building Type/Land Uses	Risk Zone V Increasing Relative Risk
I. Electrical Power Systems	
II. Schools, Hospitals, Fire, Police, Emergency Communication Facilities, Critical Transportation Elements such as Bridges, Overpasses, Smaller Dams, Important Utility Centers	
III. Churches, Large or Highrise Buildings, or Other Places Normally Attracting Large Concentrations of People, such as Civic Buildings, Large Commercial Structures, Most Roads, Other Utilities	
IV. Residential (Single-Family Residences, Apartments, etc.) Most Commercial and Minor Public Structures	
V. Most Industrial, Other Minor Commercial (Warehouses)	
VI. Agriculture, Marinas, Managed Mineral Resources Development, Parks, Other Open Space, Refuse Disposal Sites	

GENERAL NOTES: This chart is for general land use planning only. Suitability for specific uses for a specific site must be confirmed by further investigation. An area evaluated as generally unsuitable for a particular use does not necessarily preclude the use, if no other more suitable alternative sites are available, and, provided that all potential hazards can be mitigated.

SYMBOLS:

-  Generally Unsuitable
-  Provisionally Suitable
-  Generally Suitable

Source: Seismic and Safety Element, San Bernardino County General Plan, San Bernardino County, September, 1974.

Generally Increasing
"Acceptable Risk"

The actual damage resulting from an earthquake is related to the type of construction and foundation materials as well as to the magnitude of the earthquake. For example, wood frame houses are less susceptible to damage than masonry ones. The technical data on earthquake characteristics found in Appendix A can be related to standards in the most recent edition of the State of California Uniform Building Code.

Settlement in association with ground movement may occur in the Rialto area. Landslides are a relatively minor hazard. Areas subject to landslide are shown on Figure II-3 and include the "bench area" in the northeastern portion of the planning area and an area parallel to Aqua Mansa Road on the south. Liquefaction, another secondary hazard, is also unlikely to occur in most portions of Rialto. Liquefaction is a sudden loss of strength that results when settlement occurs in loosely packed water-saturated sediments, resulting in increased water pressure within the soil's pores and decreased stability. Liquefaction is of concern only in the Lytle Creek Wash area where there are sandy soils and a high water table.

Seismic seiches are waves which can occur in a body of water as a result of seismic shaking. Seiching has been known to occur within storage tanks located near a fault, as it did in the 1971 San Fernando earthquake. This is likely to be the only kind of seiching that could occur in the Rialto area. In extreme cases, such waves can rupture a water tank.

LEGEND

City Boundary

Sphere of Influence
Boundary

Major Arterials

Major Arterials
(Divided)

Arterials and
Highways

Secondary Roads

Proposed
Interchange

Potential
Landslide Areas

Potential Wind
Erosion Areas

Combination
Wind/Landslide
Areas

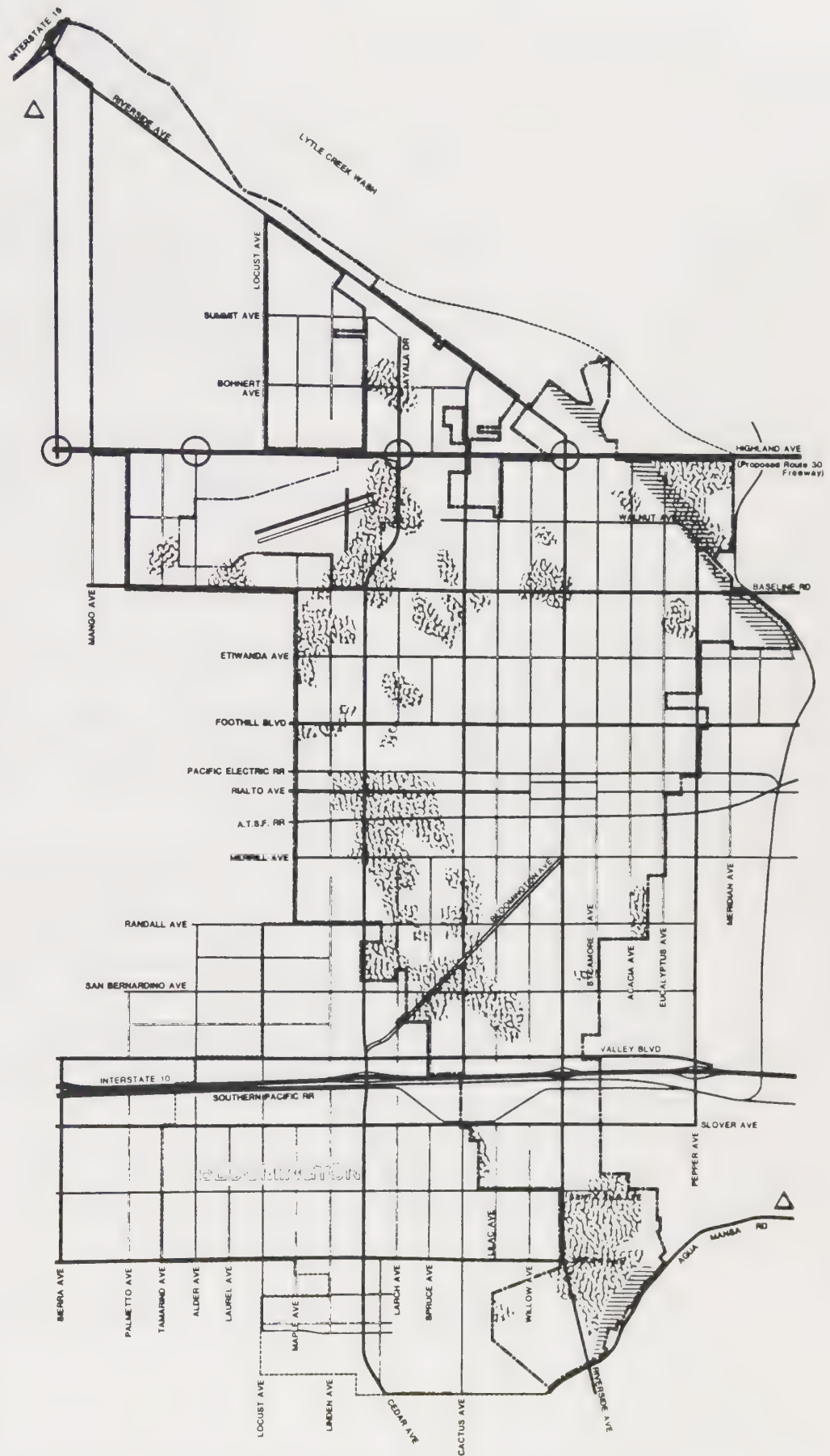
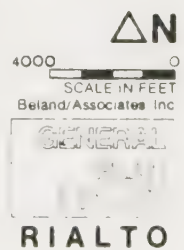


FIGURE II-3
LANDSLIDE AND WIND EROSION HAZARD AREAS

SOURCE: City of Rialto



2. Flooding

Rialto was included in a San Bernardino County, Federal Flood Insurance Study published in June, 1974. The only floodprone area within the City is a zone adjacent to the Lytle Creek Channel, see Figure This area is considered unsuitable for habitable structures because of potential flood danger, as well as seismic hazards.

Sheet flow of rain water from hillside areas has resulted in some localized street flooding in the community. Protective measures include check dams in the northern portion of the city and a storm drainage system, see Section II-E-7. Localized areas where sheet flooding has been a problem in the past are shown on Figure II-4, and are listed below:

FLOOD-PROBLEM AREAS

- (a) Willow, between Foothill Blvd. and Baseline Road.
- (b) Willow, between Bloomington and Randall.
- (c) Properties on the south side of Bloomington, between Willow and Lilac.
- (d) Allen and Encina.
- (e) Lilac, north of AT&SF Railroad tracks.
- (f) Willow, north of AT&SF Railroad tracks.
- (g) Larch, at the intersection with Randall.
- (h) Sycamore, between Etiwanda and Foothill Blvd.
- (i) Sycamore, at the intersection with San Bernardino.
- (j) Valley Blvd., between Willow and Sycamore.
- (k) Sycamore, south of Valley Blvd.
- (l) Riverside, between Highland and Pecan Street.
- (m) Riverside, between Merrill and Valley Blvd.
- (n) Eucalyptus, between Foothill Blvd. and the SP Railroad tracks.
- (o) Linden, between Rialto Avenue and the SP Railroad tracks.
- (p) West side of Cactus, north of Walnut.

Source: City of Rialto, December, 1983.

LEGEND

City Boundary

Sphere of Influence
Boundary

Major Arterials

Major Arterials
(Divided)

Arterials and
Highways

Secondary Roads

Proposed
Interchange

Potential Flood
Hazard

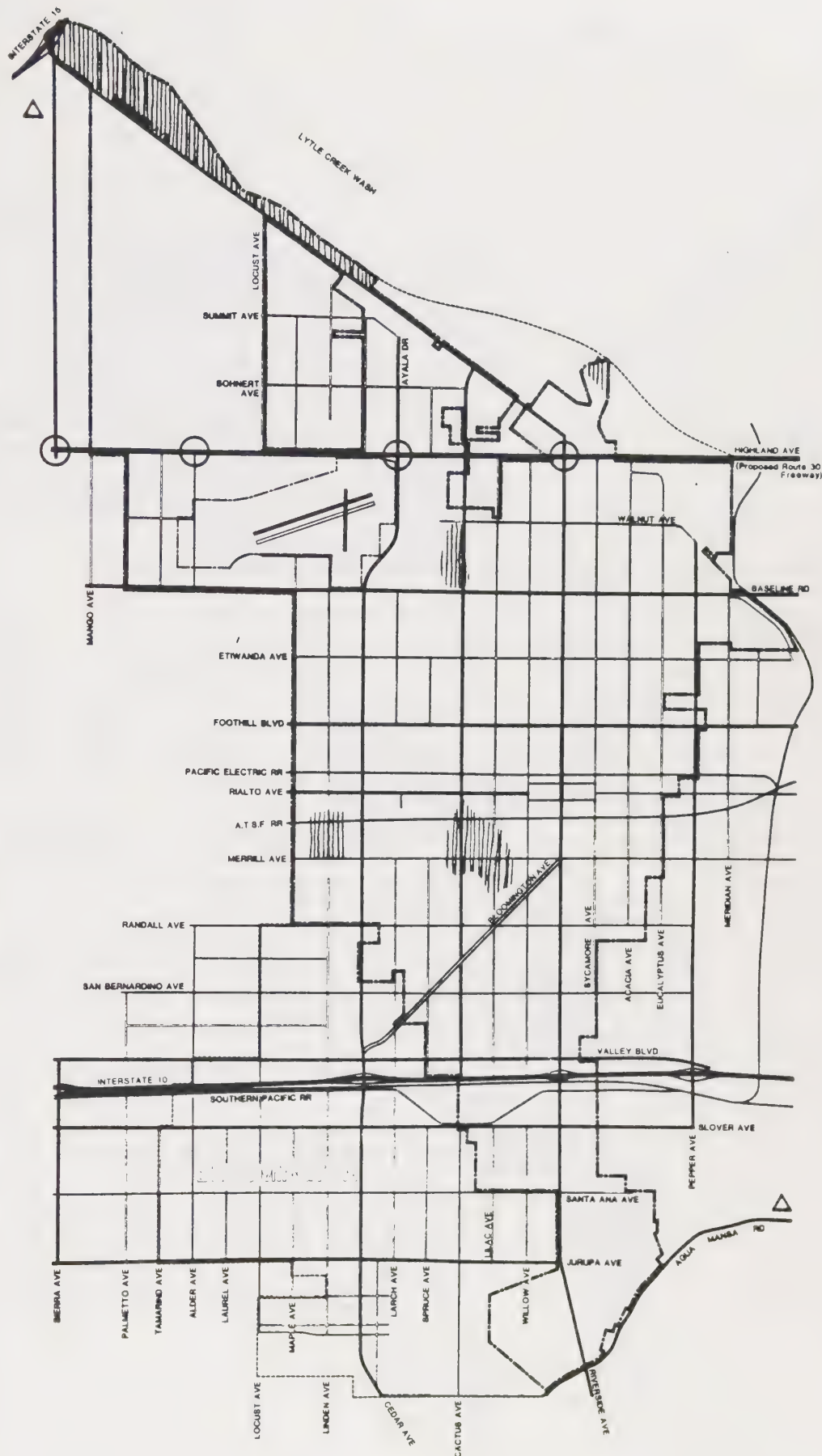
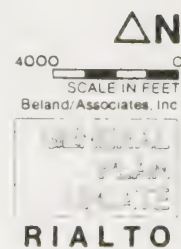


FIGURE II-4
FLOOD HAZARD AREAS

SOURCE: City of Rialto



RIALTO

3. Fire Hazard

The most serious fire threat within the planning area relates to man-made features; forest fires are not a hazard. Brush fires present a minor problem to freeway embankments of the city and in an area north of Baseline and west of Cactus Avenue (see Figure II-5). Private weed abatement efforts greatly reduce the risk of this hazard. The Rialto City Fire Department is responsible for fire protection in Rialto. In addition, they have a number of programs, including building inspections and public education, designed to help prevent fires. Major problem areas include the following:

- Fires started in trash bins;
- Mobile home parks;
- Brush adjacent to structures; and
- Structures which, due to age, faulty electrical installation, building design and poor maintenance, are hazardous.

The quality of service provided by the Fire Department and a suitable citywide water supply account for a successful fire elimination record.

It is up to the public, through its support of the fire prevention programs with the aim of increasing public response and awareness, to reduce to a minimum level the risk from fires.

Specific areas which are subject to special fire prevention measures include the following:

- Southern Pacific Classification Yard;
- Fuel storage facilities south of I-10;
- Fireworks factories and related firms using the old Naval Ordnance Storage facilities in the northwestern section of the city.

LEGEND

City Boundary

Sphere of Influence Boundary

Major Arterials

Major Arterials (Divided)

Arterials and Highways

Secondary Roads

Proposed Interchange

Potential Brush Fire Areas

Commercial & Industrial Fire Areas

Special Urban Fire Areas

Residential Fire Areas

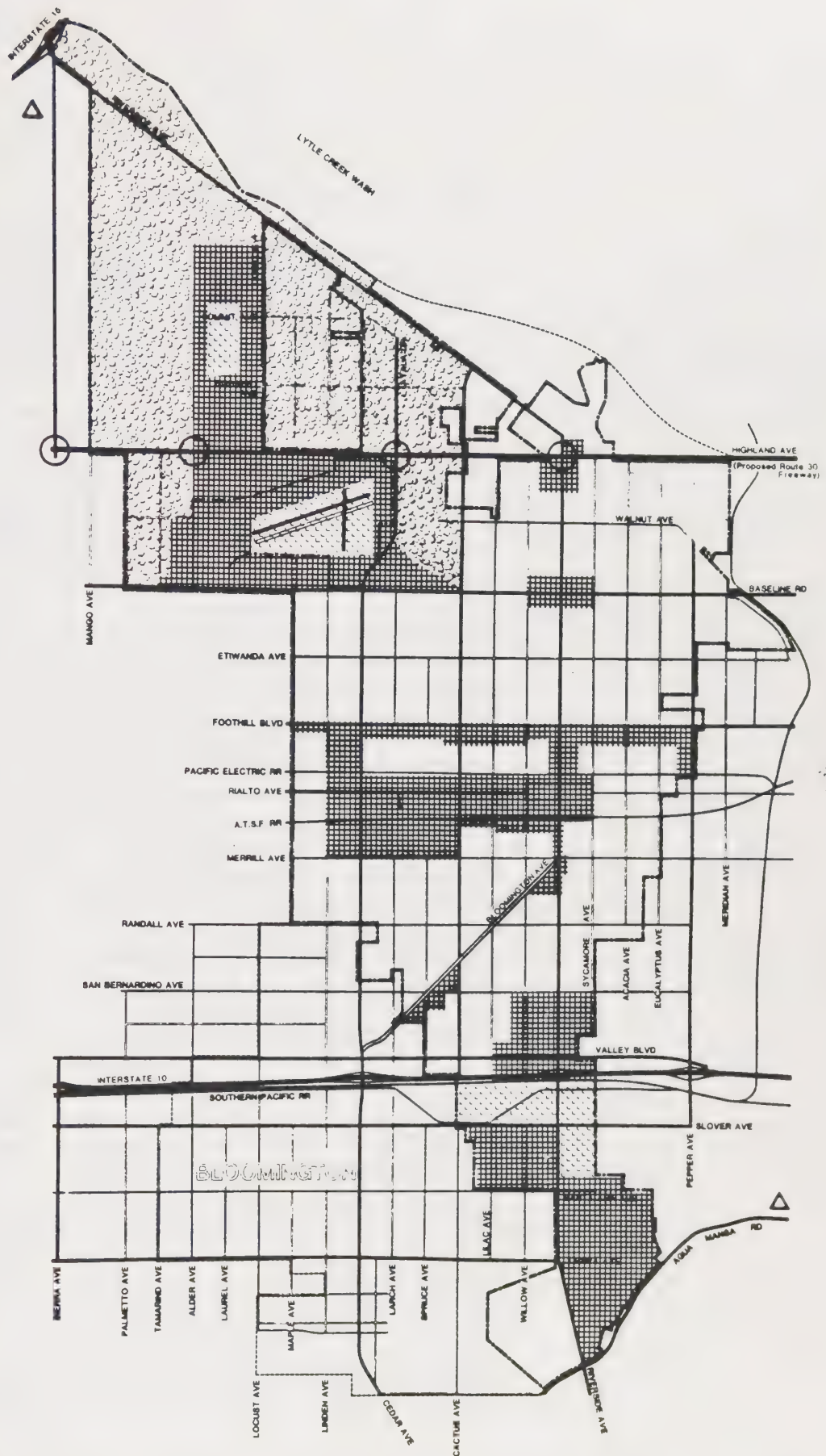
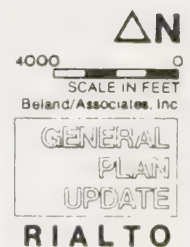


FIGURE II-5
FIRE HAZARD AREAS

SOURCE: City of Rialto



4. Toxic and Hazardous Wastes

In the Environmental Protection Agency's report entitled State of the Environment 1980, background material on toxic and hazardous materials is presented. Data relevant to Rialto has been abstracted from this report and is presented in this Section.

There are many chemicals, a number in common usage, whose environmental and health effects are unknown, as well as some that have been proved harmful. Exposure to toxic substances can occur in many different ways, including: in the air; in drinking water; in food; in drugs and cosmetics; and in the work place.

Adverse human health effects of exposure to chemicals and other toxic substances has a very broad range. This ranges from high level exposures to some substances which can cause rashes, burns or poisoning, to prolonged exposure and/or low doses causing lung diseases, cancer and other problems. The possibility that toxic substances can cause cancer has been the focus of intense public and government concern in recent years. Most of the legislation dealing with toxic substances in the environment has been at the federal and state levels. To date, however, most programs appear to have had little deterrent effect. Implementation of toxic substance control laws (e.g., Toxic Substance Control Act, TOSCA) has raised numerous questions concerning policy issues concerning trade secrets and testing.

There are no industrial or other facilities in Rialto which are known to produce toxic substances. Wastes generated by industrial processes are always a potential problem. It is not known to what extent this is a concern in the local community since no specific base data is available. Hazardous wastes are produced in many segments of society: industry, hospitals, research facilities, and government. Of these, industry is the largest source, with the chemical and allied products industry producing 60 percent of all industrial hazardous wastes according to EPA estimates. Common products and the potential hazardous wastes generated in their manufacture are listed on Table II-2.

TABLE II-2
COMMON HAZARDOUS WASTES

Chemical	Use	Manufacturing Hazard
C-56	Bug and Insect Killer	Acutely toxic, suspected carcinogen
Trichloroethylene (TCE)	Degreaser	Suspected carcinogen
Benzidene	Dye Industry	Known human carcinogen
Curene 442	Plastic Industry	Suspected carcinogen
Polychlorinated biphenyls (PCBs)	Insulators, paints, and electrical circuitry	Acutely toxic, suspected carcinogen
Benzene	Solvent	Suspected carcinogen
Tris	Fire Retardant	Suspected carcinogen
DDT	Bug and Insect Killer	Acutely toxic
Vinyl Chloride	Plastics Industry	Known human carcinogen
Mercury	Multiple Uses	Acutely toxic
Lead	Multiple Uses	Acutely toxic, suspected carcinogen
Carbon Tetra-chloride	Solvent	Acutely toxic, suspected carcinogen
Polybrominated biphenyls (PBBs)	Fire Retardant	Effects unknown

Source: State of the Environment, Environmental Protection Agency, 1980.

5. Noise

a. Noise Measurement

Noise intensity is discussed in terms of the Community Noise Equivalent Levels (CNEL). This measure presents a weighted average noise level that increases the relative significance of evening and nighttime noises. It recognizes that noises which occur during the evening and night are less tolerable than noises occurring at other times of the day. CNEL expresses a standard acoustical scale that includes both magnitude and frequency of occurrence. The accepted exterior noise level for this scale is generally 65 dB CNEL.

Table II-3 represents sound level standards for various land use categories in the Rialto area.

b. Noise Sources

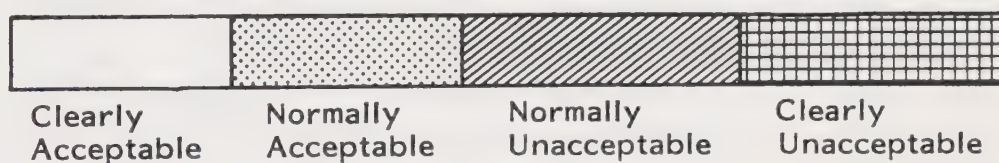
In the Rialto Planning Area, there are four principal sources of noise emissions, which reach or exceed 65 dB CNEL (see Figures 11-6 and 11-6A):

1. Railroad Lines - operations on the Southern Pacific and Santa Fe lines, especially in relation to the Southern Pacific Switching Yard;
2. Freeway - traffic from the San Bernardino Freeway (I-10). Trucks are the primary source of freeway noise, although this source will be reduced somewhat in future years as the California Vehicle Code Standards are enforced and older trucks are replaced with new, quieter trucks;
3. City Streets - noise levels generated by traffic on city arterial highways are of sufficient magnitude to warrant concern; and
4. Aircraft - aircraft operations at the Rialto Municipal Airport have necessitated the definition of noise zones for impacted areas.

Detailed maps of the noise impact areas are on file in the Rialto City Planning Department.

TABLE 11-3
LAND USE COMPATIBILITY FOR
COMMUNITY NOISE EQUIVALENT LEVELS (CNEL)

LAND USE	CNEL VALUE					
	45	55	65	75	85	95
Mobile Homes						
Single-Family, Town-house, Apartment						
Hotels, Motels						
Schools, Churches, Libraries						
Auditoriums, Concert Halls						
Parks, Playgrounds						
Offices						
Retail Commercial, Theatres, Restaurants						
Wholesale Commercial, Light Industrial						
Farming/Groves						



Clearly Acceptable: The noise exposure is such that the activities associated with the land use may be carried out with essentially no interference from aircraft noise. (Residential areas: both indoor and outdoor noise environments are pleasant.)

Normally Acceptable: The noise exposure is great enough to be of some concern, but common building constructions will make the indoor environment acceptable, even for sleeping quarters. (Residential areas: the outdoor environment will be reasonably pleasant for recreation and play.)

Normally Unacceptable: The noise exposure is significantly more severe, so that unusual and costly building constructions are necessary to ensure adequate performance of activities. (Residential areas: barriers must be erected between the site and prominent noise sources to make the outdoor environment tolerable.)

Clearly Unacceptable: The noise exposure at the site is so severe that construction costs to make the indoor environment acceptable for performance of activities would be prohibitive. (Residential areas: the outdoor environment would be intolerable for normal residential use.)

Source: HUD Noise Assessment Guidelines, August, 1971.

LEGEND

City Boundary

Sphere of Influence Boundary

Major Arterials

Major Arterials (Divided)

Arterials and Highways

Secondary Roads

Proposed Interchange

65 dBA Highway Noise

65 dBA Railroad Noise

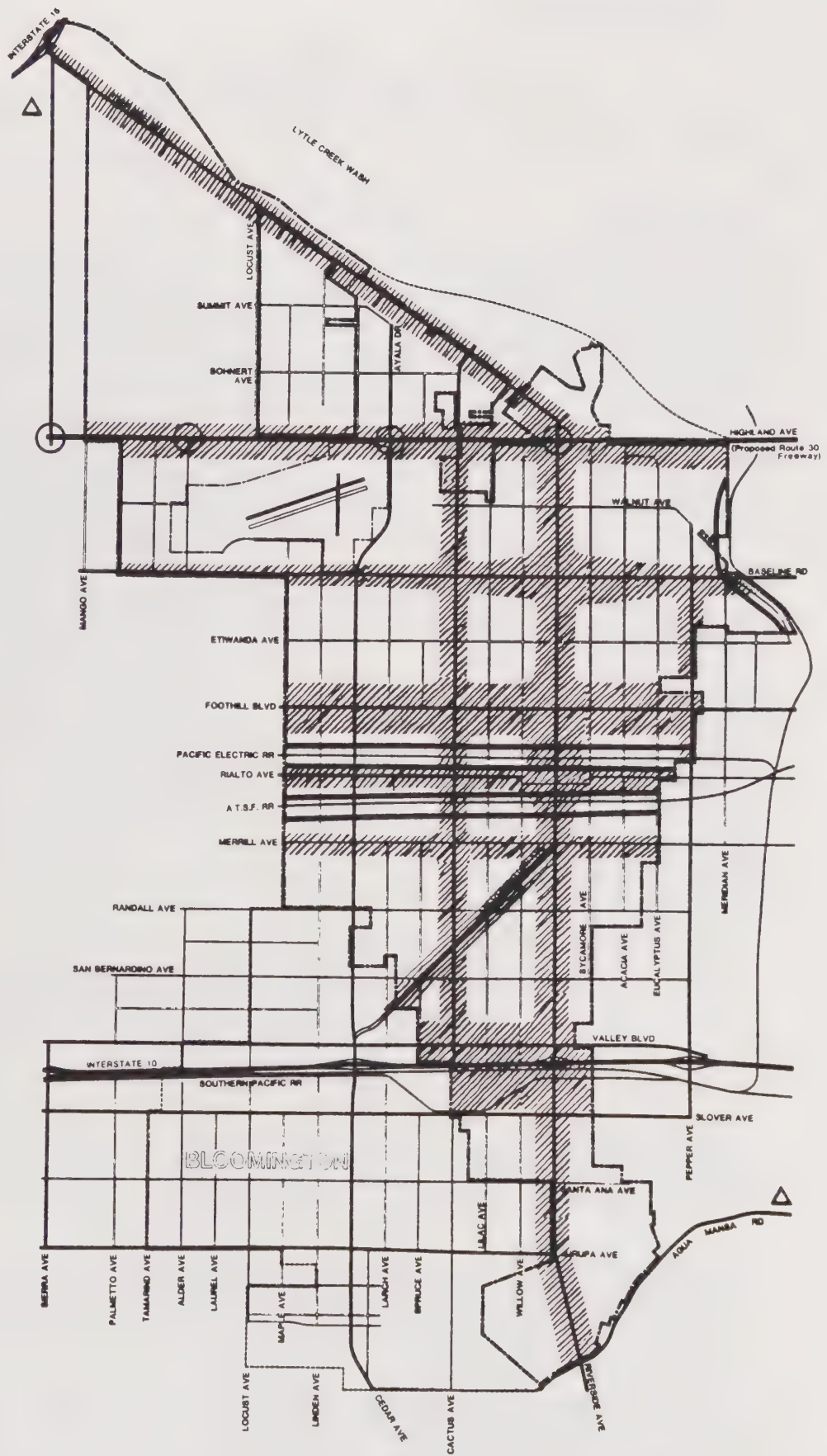


FIGURE II-6
NOISE CONTOURS

SOURCE: City of Rialto

4000
SCALE IN FEET
Beland/Associates, Inc.
GENERAL
PLAN
UPDATE
RIALTO

II-17A

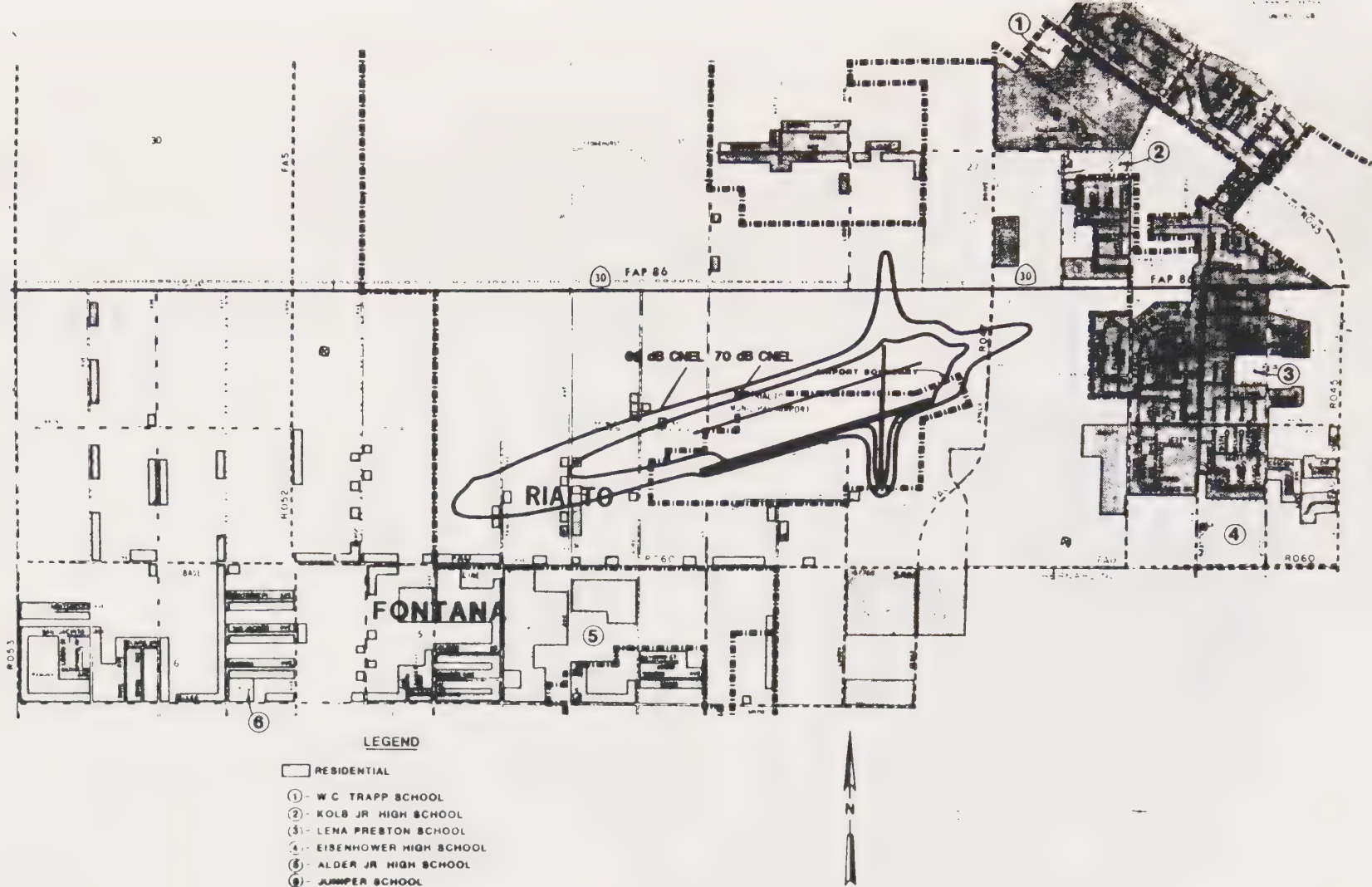


Figure II-6A

Noise Contours-Rialto Municipal Airport
1990 CNEL Projections

Source: Michael Brandman Associates, Inc., 9/84

As urbanization within Rialto and the surrounding region continues, the intensity and duration of noise generated by transportation facilities serving this development is anticipated to increase. Of the four principal noise sources, local traffic and aircraft noise have the greatest potential for creating adverse impacts. This fact is recognized by both local and regional planning agencies.

6. Disasters

The City of Rialto has an "Emergency Plan". This plan was prepared in an effort to ensure the most effective and economical use of all available resources (material and manpower) for the maximum benefit and protection of the City's population in time of emergency.

Urbanized portions of the City are of particular concern, since the largest concentration of people is found in these areas. Planning for disasters should not be limited to these areas alone, but is of region-wide importance.

Key areas of concern addressed in the Emergency Plan, in addition to the basic plan, include the following:

- Continuity of Government;
- Basic Actions for Increased Readiness;
- Warning Systems;
- Emergency Communications Systems;
- Emergency Broadcast Systems;
- Emergency Operating Center;
- Fallout Shelter System;
- Emergency Resources Management; and
- Progression of Local Emergency Situation.

B. NATURAL RESOURCES

1. Water Resources

The City of Rialto, the West San Bernardino County Water District, and the Fontana Water Company derive most of their supplies from the Lytle Creek and Rialto-Colton basins. The City and Fontana Water Company's filtration plants receive water diverted from the surface flow of Lytle Creek. The balance of domestic water produced by the City and the County comes from deep wells in the two basins already mentioned, and from the Chino Basin.

The Lytle Creek Basin is recharged by winter storm runoff in the Lytle Creek watershed.

Winter storms do not adequately recharge the Rialto-Colton Basin; consequently, this aquifer must be recharged with imported water. The San Bernardino Valley Municipal Water District (SBVMWD) owns 19 acres of land near the intersection of Riverside and Linden Avenues; nine acres of percolation ponds have currently been constructed, and the SBVMWD hopes to cover the other ten acres with spreading ponds as well. In 1982-83, the district spread between 4,000 and 5,000 acre feet of State Water Project water; when the full 19 acres are covered with spreading ponds, the total will be 10,000 acre feet per year. Based on present rates of pumping in the basin, 10,000 acre feet per year of recharge water will be necessary to prevent a serious basin overdraft.

The City of Rialto has acquired a variety of water rights over the years through court decisions and the purchase of stock in water companies.

The West San Bernardino County Water District was formed in the early 1900s by the merger of the two original water purveyors in the Rialto area: the Lytle Creek Water and Improvement Company, and the Citizens' Land and Water Company. Like the City, the County Water District has acquired its water rights through court decisions and other means.

2. Climate/Air Quality

a. Climate

Rialto has a semi-arid Mediterranean climate, with mild winters and hot, dry summers. Average annual precipitation is about 12 inches, although it has varied greatly in recent years from a low of six inches to a high of nearly 30 inches. Temperatures range from a low of 22° F. to as high as 110° F., with an average range of between 33° F. to 100° F.

Wind patterns vary seasonally, with westerly winds predominant in the summer and northeasterly winds during the winter. The local weather is also affected by winter storms which sometimes move down the Pacific coast, warm tropical air masses, and hot, dry Santa Ana winds caused by high-pressure systems located in the Great Basin.

b. Air Quality

(1) Background

Air pollutants are transported and dispersed by meteorological processes. Meteorological factors important to the transport of air pollution within the South Coast Air Basin are wind speed and direction and the presence of atmospheric temperature inversions. Wind conditions control both the local and regional trajectory of emissions.

During the day the air coming into Rialto has often traversed numerous pollution source areas from the more heavily urbanized and industrial regions to the west. At night, the air arriving in Rialto has passed over far fewer sources of air pollution which results in better air quality, particularly in winter, than the often poor air quality on many summer afternoons.

The problem of a long transport distance over many pollution sources in summer is compounded by temperature inversions that exacerbate the pollution problem. In summer, the air within the high pressure center over the ocean sinks and warms. Near the ocean's

surface, the air cools by contact with the cool water. This forms a shallow, well-mixed layer of marine air about 1,000 feet deep capped by a massive layer of warm air. Pollutants emitted near the ground remain trapped within that shallow layer. As each pollution source adds its contribution to that layer, the air arriving at the eastern portion of the Los Angeles metropolitan area can become highly polluted with visibility degrading aerosols and with unhealthful, invisible gaseous pollutants. This condition will continue and become more concentrated until either the inversion breaks or surface winds increase to disperse the pollutants horizontally.

(2) Federal and State Standards

Ambient air quality is established by State and Federal standards adopted to protect public health with a margin of safety. In addition to ambient air quality standards, California has adopted episode criteria for oxidants, carbon monoxide, sulfur dioxide, and particulate matter in combination with sulfate. The episode levels represent short-term exposures at which public health is actually threatened.

The Federal and State air quality standards are presented in Appendix B. The Clean Air Act Amendments of 1977 required attainment of Federal primary air quality standards by December 31, 1982. However, with EPA approval, an extension may be granted for carbon monoxide and oxidant to December 31, 1987.

Federal secondary standards at present have no specific attainment date. California State air quality standards were originally set as air quality goals with no specific date for achievement. Under the State Lewis Air Quality Management Act, an air quality management plan for the South Coast Air Basin, aimed at meeting State and Federal air quality standards, has been prepared by the South Coast Air Quality Management District and the Southern California Association of Governments. This plan has been approved by the State Air Resources Board and was submitted to the EPA

as part of the State Implementation Plan for achieving and maintaining the Federal Air Quality Standards. A request for extending the deadline until 1987 for achieving the Federal standards for ozone and carbon monoxide was included in the plan.

(3) Pollutant Levels

As previously noted, Rialto is downwind from air that passes over many pollution sources. This severely impacts the Riverside and San Bernardino region of which Rialto is a part.

The Air Quality Management District maintains monitoring stations at Fontana, Riverside, and San Bernardino. Data from these three stations, collected in 1979, 1980, 1981, and 1982, is presented on Tables II-4 and II-5. These tables show the number of days state and federal air quality standards were exceeded for various pollutants. As can be seen from the tables, air quality is a significant problem in the Rialto area. Specific pollutants impacting Rialto include ozone, suspended particulates, and sulfate. Detailed information on the nature and effect of air pollutants is included in Appendix B.

TABLE II-4
NUMBER OF DAYS STATE AIR QUALITY STANDARDS EXCEEDED

Station/ Year		POLLUTANT						
		Ozone	Carbon Monoxide	Sulfur Dioxide	Nitrogen Dioxide	TSP	Sulfate	Lead
Fontana #5176	1979	197	0	0	0	40	8	0
	1980	181	0	0	1	29	3	0
	1981	180	0	0	0	39	4	0
	1982	132	0	0	0	31	3	0
Riverside #4144	1979	186	0	0	0	52	3	0
	1980	166	0	0	0	41	3	0
	1981	188	0	0	1	49	1	0
	1982	145	0	0	0	37	0	0
San Bernardino #5151	1979	164	0	0	0	36	5	1
	1980	163	0	0	0	34	6	0
	1981	163	0	0	0	35	0	0
	1982	144	0	0	0	32	2	0

Source: AQMD, 1979, 1980, 1981, and 1982 Summary of Air
Quality in the South Coast Air Basin.

TABLE II-5
NUMBER OF DAYS FEDERAL AIR QUALITY STANDARDS EXCEEDED

Station/ Year		POLLUTANT				
		Ozone	Carbon Monoxide	Sulfur Dioxide	TSP	Lead
Fontana #5176	1979	164	5	0	4	0
	1980	146	0	0	3	0
	1981	147	0	0	2	0
	1982	96	0	0	2	0
Riverside #4144	1979	151	0	0	11	0
	1980	132	0	0	9	0
	1981	127	0	0	8	0
	1982	96	0	0	0	0
San Bernardino #5151	1979	140	0	0	2	0
	1980	130	0	0	9	0
	1981	137	0	0	1	0
	1982	111	0	0	0	0

Source: AQMD, 1979, 1980, 1981, and 1981 Summary of Air Quality in the South Coast Air Basin.

3. Energy Conservation

Conservation of natural energy resources is of the highest priority, both nationally and locally. Measures which result in the conservation of energy can be divided into three major categories: (1) incorporation of energy conserving features in new construction, (2) installation of energy conserving features into existing structures, and (3) residents practicing energy conserving measures. Most of the features which can be incorporated into new construction can also be installed in existing units. A suggested list of such features is included in Appendix C. Potential conservation measures which can be practiced by residents are also listed in Appendix C.

There are a variety of programs available to builders and property owners dealing with energy conservation. Such programs are found at federal, state, and local levels, and include a wide range of strategies. To attempt a comprehensive list of such programs is beyond the scope of the current study.

At the present time, some of the most accessible programs for both builders and property owners are being undertaken by the larger utility companies; specifically the Southern California Edison Company and the Southern California Gas Company. The Gas Company offers awards to builders who construct projects which meet specific energy efficiency standards. In addition, both the Gas Company and the Edison Company provide assistance to consumers. This includes special consumer information sections which disseminate conservation information through community organizations and special programs, bill inserts, as well as education programs through local schools.

4. Soils/Agriculture

Data on local soils is primarily used for agricultural purposes. Arable soils are grouped by capability classification according to their potentials and/or limitations for sustaining cultivated crops. Non-arable soils are grouped according to the risks for soil damage and their potential for permanent vegetation.

Soils in the eastern portion of Rialto (see Appendix A) are classified as "Class II", which is defined as follows:

- Soils have few limitations or hazards. Simple conservation practices are needed when cultivated. They are suited to cultivated crops, pasture, range, woodland, or wildlife.

Despite the suitability of these soils to sustain agriculture, the amount of urbanization in this portion of the community and the pressures for additional development severely constrain the viability of agriculture as a permanent use.

General soils information for the Rialto area was obtained from the "Soil Survey of San Bernardino County, Southwestern Part, California" prepared by the Soil Conservation Service, U. S. Department of Agriculture. General soil properties and descriptions by soils type, as well as a map of their location, is given in Appendix D.

The majority of the soils in the community have slight to moderate limitations or erosion hazards with a resultant low inherent fertility.

5. Plants and Animals

All of the incorporated area of Rialto, as well as much of the surrounding area, has been heavily impacted by human activity. Several undeveloped acres in the city area support a variety of grasses, annuals, and small shrubs. No rare or endangered plant species are known to live in these areas. Wildlife include a large number of insects, reptiles, and bird species, as well as many common smaller mammals such as coyotes, raccoons, opossums, rabbits, many species of rodents, and possibly fox.

C. AESTHETIC, CULTURAL, AND RECREATIONAL RESOURCES

1. Parks/Open Space Resources

Parks, recreational facilities, and related services in Rialto are provided primarily by the City of Rialto Parks and Recreational Department. There are five parks within the city, totalling 67 acres. In addition, there are 15 schools (ten elementary, three junior high, one high school, and a continuation school) with recreational facilities. A listing of these facilities is presented on Table II-6.

TABLE II-6

CURRENT RECREATIONAL ACREAGE WITHIN RIALTO

<u>City Recreational Land</u>	<u>Acreage</u>
Rialto City Park	20
Lilac Park	10
Frisbie Park	28
Northern Little League	4
Rialto Community Center	<u>5</u>
Acreage total	67
<u>School District*</u>	
<u>Site</u>	<u>Acreage</u>
Dunn	10
Bemis	10
Henry	10
Boyd	10
Casey	10
Kelley	10
Myers	12
Trapp	12
Preston	10
Morgan	10
Rialto Jr. High	14
Frisbie Jr. High	20
Kolb Jr. High	20
Eisenhower High	50
Milor High	<u>20</u>
Average total	228 div. by 2 = 114

* For determining the amount of recreational acreage available, school site acreage is calculated at half of each site total acreage.

Source: "Preliminary Parks and Recreation Element", City of Rialto, 1979.

2. Scenic Highways and Vistas

Scenic views of nearby mountains to the north are prominent from a number of locales within the community. There are no designated scenic highways within Rialto.

3. Archaeologic/Historic and Cultural Resources

In 1979 a survey of known archaeologic sites was prepared by Scientific Resource Survey, Inc. as part of the environmental studies for the Wastewater Treatment Plant expansion. Most of these sites are located on the bluff above Lytle Creek. Several have been destroyed by past development activity and one was recently scientifically excavated to ascertain its importance prior to construction at the locale. The exact location of these sites is on record at the City of Rialto Planning Department. General areas in which there is a potential for archaeologic discoveries are shown on Appendix E.

There are no paleontological (i.e., fossils, plants and animals) sites known in Rialto.

A comprehensive "History of Rialto" by Martha G. Stoebe in collaboration with L. Roy Bemis was published in 1976; copies are available at the local library, schools, and Rialto Historical Society Museum.

An historical outline abstracted from the "History of Rialto" follows:

Pre-1776	Serrano Indians inhabit the Rialto area; there was a large village on the west bank of Lytle Creek, apparently abandoned sometime before 1776.
1840s	Spanish ranchos surround the Rialto; cattle grazing allowed in the area.
1851	Mormon settlement in San Bernardino.
1857	Freight and stage road from San Bernardino to Los Angeles along route of Valley Boulevard.
1859	Bemis, Hancock and Roberd families established in the area.
1860s	Gold discovered in Lytle Creek.
1885	Railroad reaches San Bernardino.
1886	Nineteen families settled in Rialto area; formation of Brooke School District.

- 1887 Semi-Tropic Land and Water Company organized; in May, Rialto is among 13 townsites along the just completed San Bernardino to Los Angeles Rail line; Kansas Methodists look for site for a college, although the college is never built. Several Methodist families settle in area; construction of the Rialto Canal.
- 1889 Land boom of the '80s ends, Rialto continues as a small agricultural community.
- 1890s Rialto grows slowly, by 1900 there are three fraternal organizations in the town; cultivation of canaigre, a root used as a tanning agent, fails.
- 1907 Chamber of Commerce founded; Hotel Del Rialto burns.
- 1911 Rialto's population is 1,500, with 40 businesses.
- 1914 Pacific Electric Railway completed through Rialto.
- 1920s Many citrus groves planted; a number of major buildings are constructed, including a new City Hall in 1929.
- 1930s Citrus industry peaks in Rialto, with up to 4,000 acres planted in oranges and grapefruit.
- 1940s Citrus groves begin to fail and are removed; there is little change or improvement.
- 1950 Rialto's population is 3,156.
- 1953 Major growth begins, by February of 1954 the population was 6,316.
- 1960 Population reaches 18,000; growth continues rapidly.
- 1970 Growth slows, with the population estimated at 32,900 by 1976.

Principal historical sites and buildings of local historic interest are included in Appendix E.

4. Library Facilities

Rialto participates in the San Bernardino County library system. There is a 50,000-volume library located in the Civic Center Complex. Libraries are also maintained at the public schools.

D. COMMUNITY DEVELOPMENT

1. Land Use

a. Introduction

An accurate, clearly defined description of existing land uses within the community is the single most important set of base data used in the development of a General Plan. This information is extremely useful in determining the distribution of development, the location and adequacy of public facilities, and a number of basic planning factors.

The information presented in this section is derived principally from a field survey conducted by the City staff in 1983. The entire City, as well as immediately adjacent areas, was inspected. The results of the survey are presented on Figure II-7, Existing Land Use.

The following land use categories were used in tabulating the results of the land use survey. These categories are:

- Residential
 - Low Density, single-family residences with one unit per lot;
 - Medium Density, multiple-family dwellings of two or more units per structure, including condominiums; and
 - Mobile Homes, mobile home parks.
- Commercial
 - Retail/Service/Restaurant, includes all retail outlets, service commercial uses, and restaurants; and
 - Office, includes business and medical offices.
- Industrial, one category was considered adequate to encompass the industrial uses within the City, nearly all of which are either light manufacturing or distribution. Also included are the petroleum storage tanks in the southern portion of the City, as well as the "boom town" area.

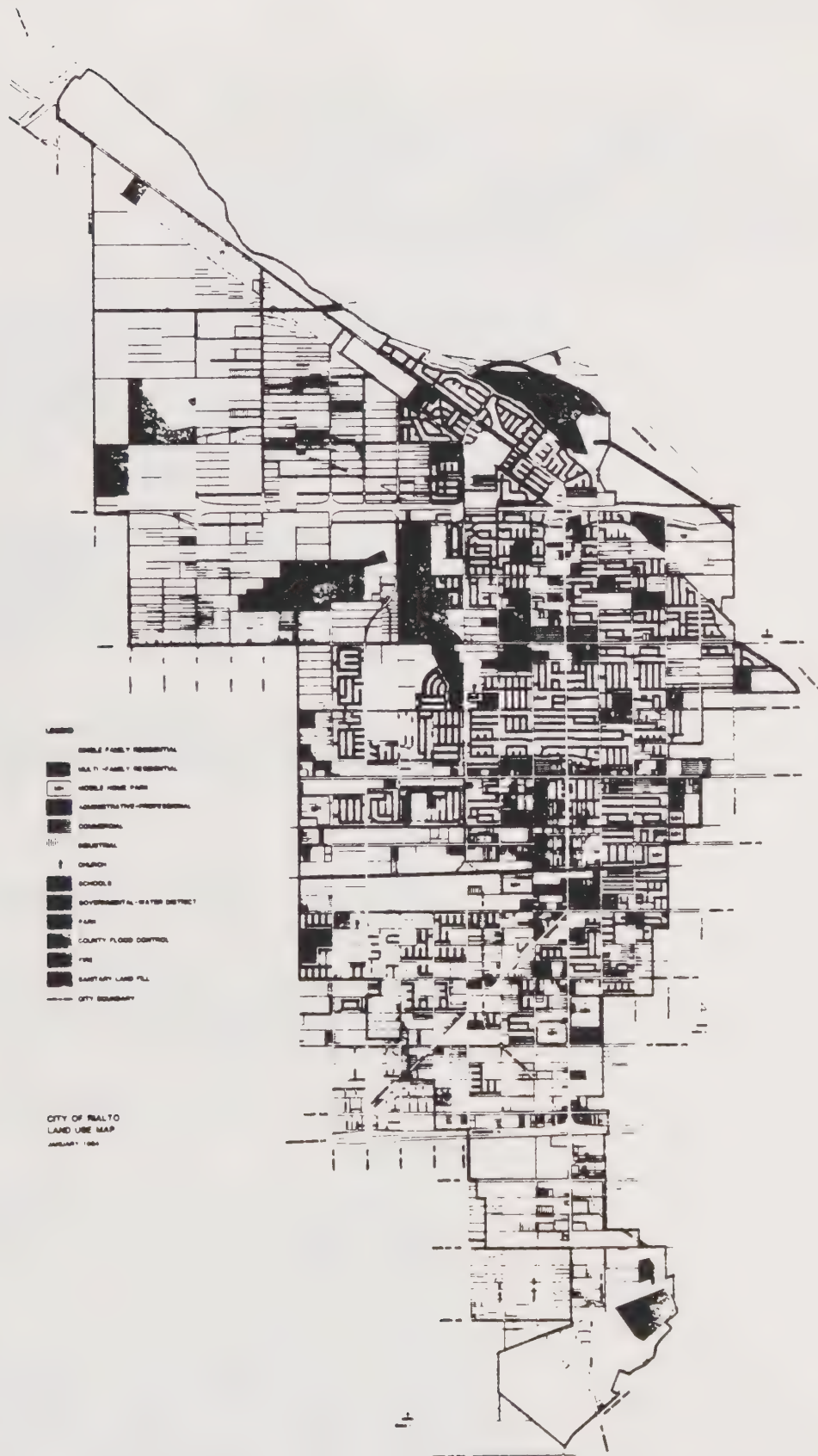


Figure II- 7
EXISTING LAND USE

SOURCE: City of Rialto

- Parks/Open Space, consists of public parks and recreation facilities, including one-half of the area of all school sites;
- Public Facilities includes publicly owned uses such as the City Hall, fire station, and public schools; specific facilities are separately labeled;
- Vacant Land, includes all property not being actively utilized by man, as well as some grazing land and agricultural uses; and
- Transportation Facilities, the land taken up by streets/highways, freeways, railroad rights-of-way, and the airport, has been separately calculated.

b. Survey of Existing Land Use

(1) General Characteristics

The distribution of existing land uses shown on Figure II-7 is tabulated on Table II-7. This table indicates that approximately 26 percent of the City's incorporated area is residential, three percent is commercial, five percent is industrial, and 42 percent is vacant. The City's developable land is heavily devoted to residential uses, while significant areas are still undeveloped or devoted to agriculture.

(2) Specific Land Use Characteristics

(a) Residential

Residential uses comprise approximately 26 percent of the City's total land area, which corresponds to 45 percent of the City's developed area. A breakdown of the average number of dwelling units per acre is presented as Table II-8.

TABLE II-7
EXISTING LAND USE TABULATION

LAND USE CATEGORY	ACRES	% TOTAL
RESIDENTIAL		
Low Density (Single Family) ¹	2,930	23
Medium Density (Multi-Family) ²	280	2
Mobile Homes	<u>145</u>	<u>1</u>
Total	3,355	26
COMMERCIAL		
Retail/Service/Restaurant	320	3
Office	<u>30</u>	<u><1</u>
Total	350	3
INDUSTRIAL	650	5
PARKS/RECREATIONAL OPEN SPACE	165	1
PUBLIC FACILITIES	615	5
VACANT (Including Agriculture)	5,360	42
TRANSPORTATION FACILITIES		
Streets/Highways	1,920	15
Freeways	25	<1
Railroad	175	1
Airport	<u>185</u>	<u>1</u>
Total	2,305	18
TOTAL	12,800	100

¹One dwelling unit per lot.

²Two or more dwelling units per lot and attached units; includes both condominiums and apartments.

Source: Beland/Associates, Inc., October, 1983.

TABLE II- 8
RESIDENTIAL DWELLING UNITS PER ACRE

Density	Average Units per Acre
Low (1 unit per lot)	3.63
Medium (2+ units per lot)	7.92
Mobile Homes	7.01

(b) Commercial

There are roughly 350 acres of developed commercial property within the City. This is three percent of the total acreage of the City or five percent of the total urbanized portion of the community. Over two percent of the commercial uses are retail outlets, service business, or restaurants.

Principal commercial areas include the downtown core centering on Riverside Avenue between Foothill Boulevard and Merrill Avenue, at Valley Boulevard adjacent to Riverside Avenue, along Foothill Boulevard between Cactus Avenue and Pepper Avenue, and adjacent the Riverside Avenue/Base Line Road intersection.

(c) Industrial

Much of the industrial land in Rialto is devoted to warehousing, distribution, and light manufacturing. The principal industrial areas are located south of the Pacific Electric right-of-way west of Willow Avenue and south of the San Bernardino Freeway. Also included in this category are a number of petroleum storage tanks in the southern portion of the city, as well as the "boom town" area of manufacturers using the excessed ordinance storage bunkers in the northwestern portion of Rialto. Industrial uses comprise a total of 650 acres or five percent of the total city land area.

(d) Parks/Recreational Open Space

This category consists of three parks (Rialto, Lilac, and Frisbie) totalling 58 acres, the Northern Little League field, and Rialto Community Center totalling nine acres, and one-half the site areas of all 15 schools in Rialto, i.e., 114 acres. Parks/Recreational Open Space comprises approximately one percent of the city total.

(e) Public Facilities

Public facilities include 14 schools, fire and police stations, as well as the City Hall. Six hundred fifteen acres are included in this category, which is five percent of the total land area in the City.

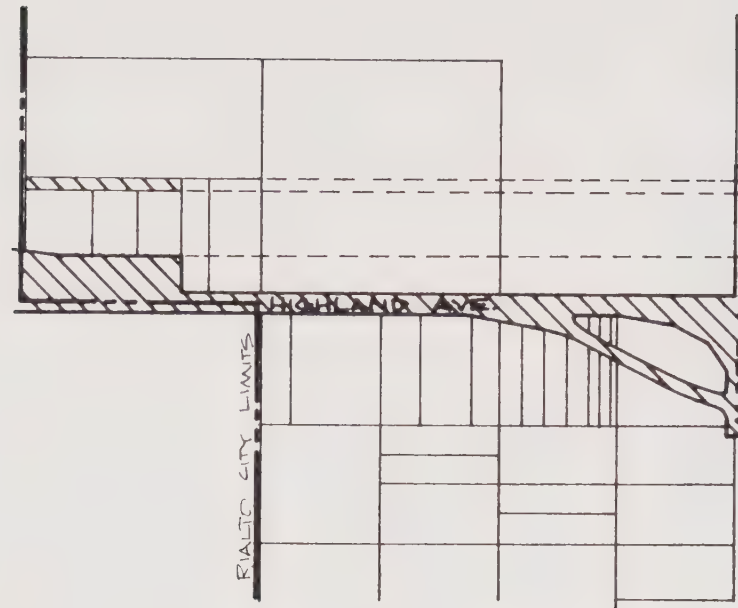
(f) Vacant (including Agriculture)

Rialto had its beginning as an agricultural community, although only remnants of past agricultural activity exist today. Vacant land, nearly all of which is potentially developable, comprises approximately 5,360 acres, or about 42 percent of the total city land area.

(g) Transportation Facilities

The Interstate 10 corridor occupies 25 acres within the corporate boundaries of Rialto. Approximately 1,920 acres are devoted to the City's street system; this is 15 percent of the total city area. Both the percentage of total acreage, and the number of acres devoted to streets, can be expected to increase as currently vacant land is urbanized.

The proposed Route 30 Freeway traverses the City parallel to Highland Avenue. Major portions of this right-of-way have been acquired, see Figure II-8.



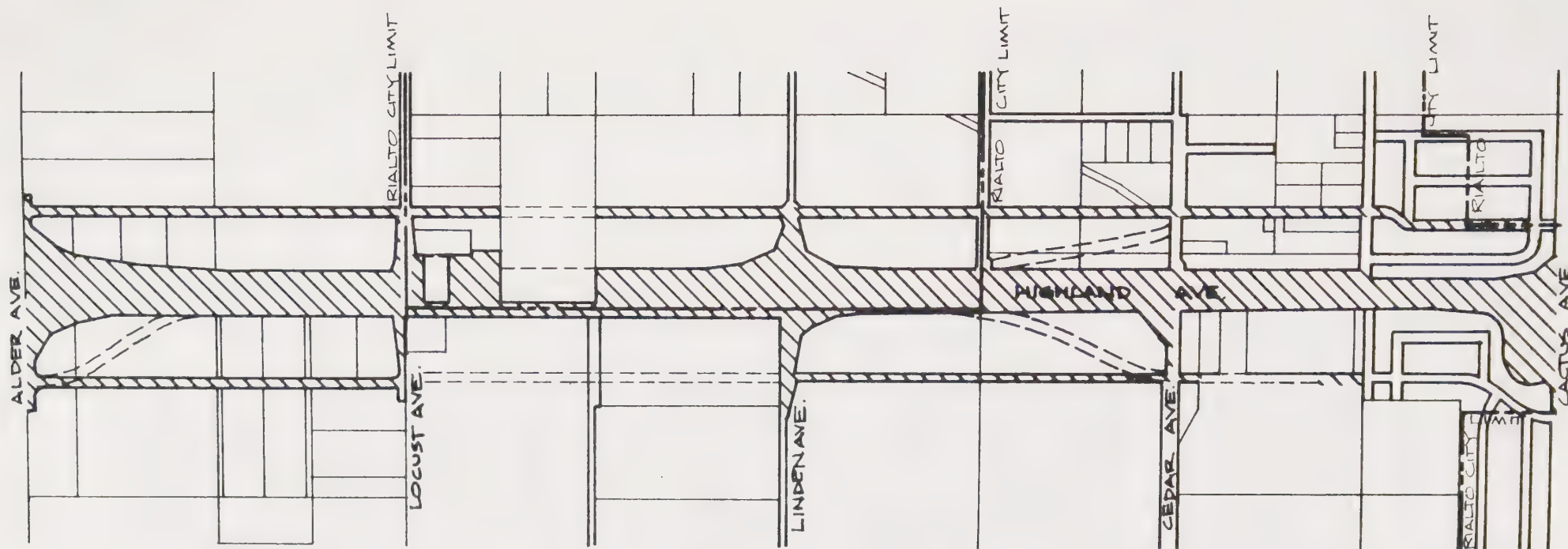
----- Area to be Acquired
 [Hatched Box] Acquired Right-of-Way

FIGURE II-8a
 PROPOSED ROUTE 30 FREEWAY RIGHT-OF-WAY
 WEST CITY BOUNDARY TO ALDER AVENUE

SOURCE: CALTRANS District 08

Beland/Associates, Inc.

GENERAL
 PLAN
 UPDATE
 RIALTO



----- Area to be Acquired

 Acquired Right-of-Way

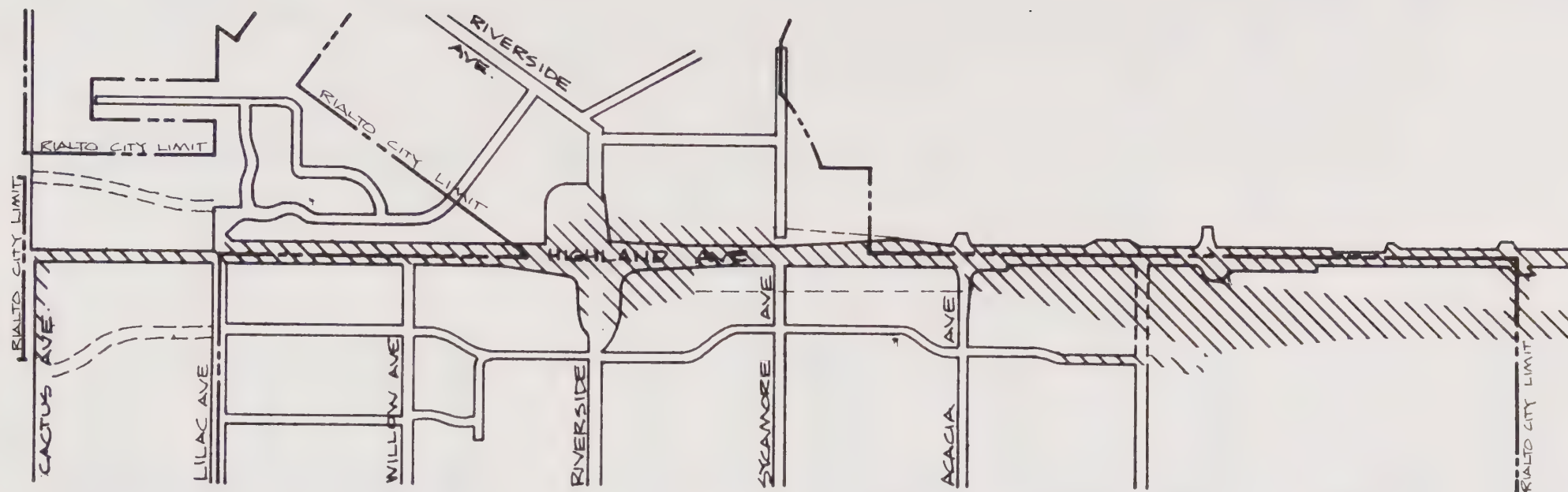
FIGURE 11-8b
PROPOSED ROUTE 30 FREEWAY RIGHT-OF-WAY
ALDER AVENUE TO CACTUS AVENUE

SOURCE: CALTRANS District 08

Beland/Associates, Inc

GENERAL
PLAN
UPDATE

RIALTO



----- Area to be Acquired

 Acquired Right-of-Way

FIGURE II-8c
PROPOSED ROUTE 30 FREEWAY RIGHT-OF-WAY
CACTUS AVENUE TO EAST CITY BOUNDARY

SOURCE: CALTRANS District 08

2. Population and Economic Indicators

a. Current Population Estimates

As of January 1, 1983, Rialto had a population of 42,550, a 1.7 percent increase from the previous year's total. As Table II-9 shows, the population in the City grew at an average of about seven percent annually between 1979 and 1982, followed by a year of much slower growth. The total percent increase since 1978 is 28.6 percent.

All of the figures on Table II-9, except the 1980 census number, are from the State Department of Finance (DOF). The DOF numbers appear to be conservative, and as statistical projections, may underestimate the average family size. This may account for the apparent large increase in population over previous years reported in the 1980 census.

Table II-10 shows the City's population by race and ethnic origin, and is compiled from 1980 census data.

(1) Population per Unit

The 1980 census indicates that there were approximately 12,241 occupied housing units in Rialto, resulting in an estimated average of 3.06 persons per unit*. This average covers wide variations in household size; multi-family developments (i.e., apartments and condominiums) generally have smaller households than single-family units.

A complete summation of 1980 census information is included in Appendix F. Additional population and housing data is found in the City's Adopted Housing Element which was accepted by the State February 17, 1982.

b. Population Projections

Vacant potentially developable residentially designated property in 1983 is illustrated on Figure II-9. This figure also shows developed residential areas.

* Vacant units and persons living in group quarters not included.

TABLE II-9
POPULATION GROWTH BY YEAR

Year	Total Population	% of Change from Prev.Yr.
1/1/1978	33,077	--
1/1/1979	34,150	3.1%
4/1/1980	37,474	8.9%
1/1/1982	41,826	10.4%
1/1/1983	42,550	1.7%

Source: State Department of Finance, and 1980 Federal Census.

TABLE II-10
POPULATION BY RACE/ETHNIC ORIGIN
1980 Census Data

Category	No. of Persons	% of Total
White (Non-Hispanic)	25,221	67%
Black	4,110	11%
Asian	1,087	3%
Hispanic	7,056	19%
TOTAL	37,474	100%

Source: 1980 Federal Census.

LEGEND

City Boundary

Sphere of Influence
Boundary

Major Arterials

Major Arterials
(Divided)

Arterials and
Highways

Secondary Roads

Proposed
Interchange

Existing Residential
Development

Final Tract Map

Tentative Tract
Map

Vacant Residentially
Zoned Property

Elementary School

Junior High
School

High School

Park

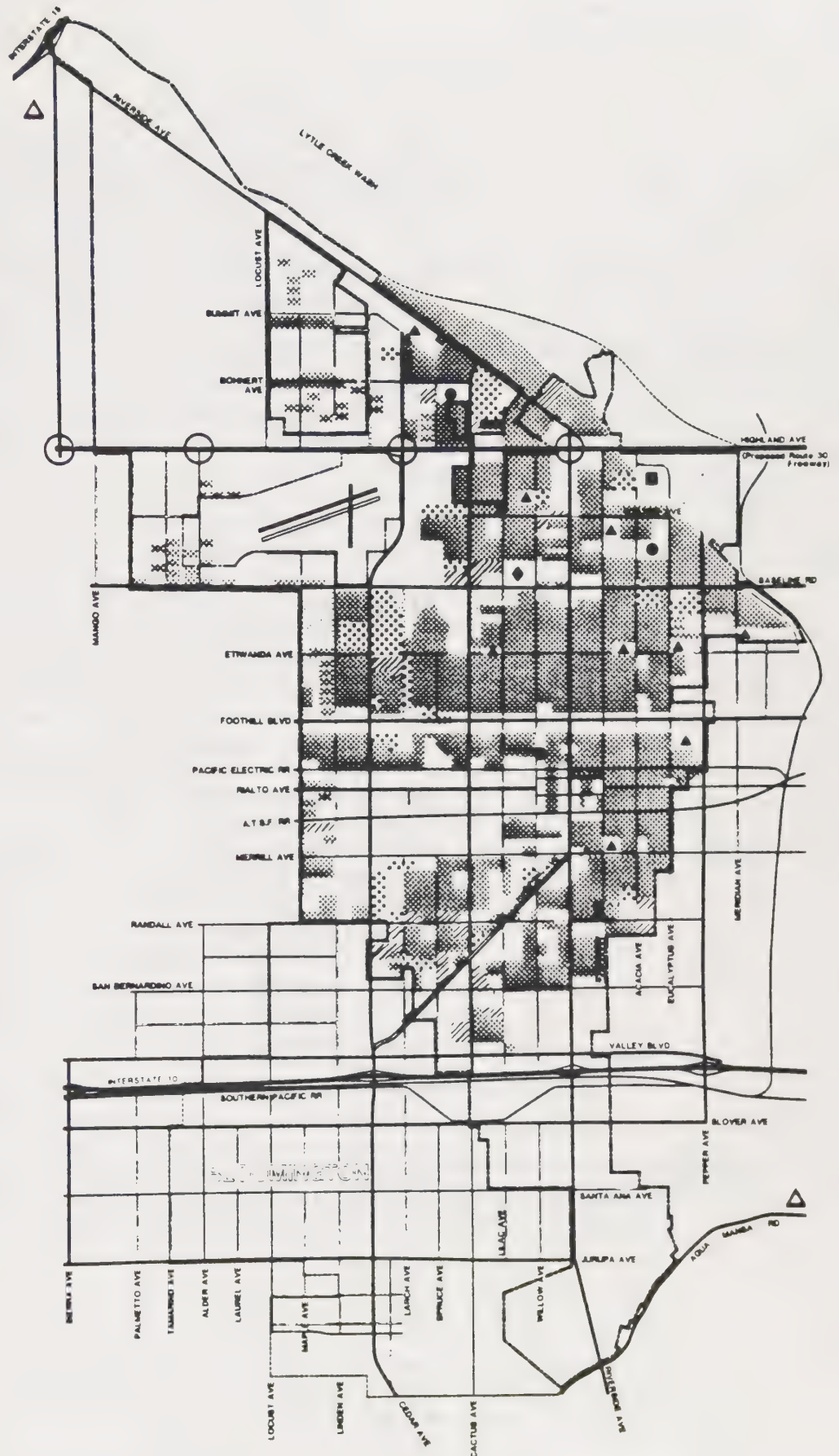


FIGURE II-9
RESIDENTIALLY DESIGNATED VACANT LAND AND
CURRENTLY DEVELOPED RESIDENTIAL PROPERTY

Source: Beland/Associates, Inc.; City of Rialto Planning Department

4000
SCALE IN FEET
Beland/Associates Inc.

RIALTO

Table II-11 presents a summary of this vacant property as well as additional areas designated for residential use as shown on the Land Use Policy Map (General Plan Figure IV-1) by General Plan Land Use Policy Map category and provides an estimate of the total number of additional dwelling units and the anticipated population increase.

Increases in the amount of residentially designated vacant land as a result of the 1984 General Plan Update substantially increase the amount of residential property the city now (March, 1984) contains.

Approximately 3,000 acres of vacant potentially developable residentially designated properties, although over 1,000 acres are located in the Northwest Specific Plan Area and unincorporated areas which will probably not be completely developed within the next 16 years. Allowable densities range from zero to three dwelling units per acre to 21 units per acre. Anticipated development over the next 16 years, assuming strong growth, would yield an estimated additional 11,350 dwelling units and approximately 33,000 more persons. This would result in a total of 26,830 dwelling units within the city by the year 2000, i.e., an average of 710 new units per year for the next 16 years (compared with an average of 470 units per year between 1973 and 1983). These figures correspond well with the SCAG 1982 and Regional Housing Allocation Model which, based on population data alone, estimated 27,970 dwelling units within the city by the year 2000.

Residential growth to the extent described in this section will require a consistently strong national economy over the next 16 years. In addition, it also requires a continued response to market demand which includes smaller, less expensive homes. This latter factor is as important to the projections as the former. Past city policy toward new housing construction has placed few constraints on development. The result is that the type of housing built is truly reflective of market demand. This demand has been increasing toward smaller, inexpensive single-family homes, and now appears to be tending toward attached condominium units; a direct result of higher construction costs and interest rates. Efforts by the city to improve the quality of new houses by encouraging larger, single-family detached units can be expected to constrain the

TABLE II-11

ESTIMATED ADDITIONAL DWELLING UNITS
AND POPULATION AT YEAR 2000 AND TOTAL DEVELOPMENT

General Plan Residential Land Use Classification	Vacant Land (1/1/84) ¹	Avg. Du/ac. ²	Total Addl. Du's ³	Est. Addl. Population ⁴
Low Density 0-3 du/ac	130	2.0	260	750
Medium Density 3-6 du/ac	1,310	4.0	5,240	15,700
High Density 6-21 du/ac	380	13.5	5,130	14,900
Planned Residential Development (South of Highland Avenue) 6 du/ac	380	4.0	720	2,100
Subtotal- Year 2000 ⁵	2,000	5.7	11,350	32,950
Planned Residential Development (North of Highland Avenue) 6 du/ac	1,130	4.0	4,520	13,110
Total- Maximum Possible	3,130	5.1	15,870	46,060

¹ Gross acres of vacant land

² Estimated average gross dwelling units per acre by land use category

³ Amount of vacant land times average dwelling units per acre

⁴ Assumes an overall average of 2.9 persons per dwelling unit

⁵ Total development of all vacant residential land within the city, and Sphere of Influence areas north of Highland Avenue is not expected by the year 2000. Areas north of Highland Avenue are expected to develop more slowly

Source: Beland/Associates, Inc., March, 1984.

market demand and would lower the growth projections. Development at the same average level experienced over the last 11 years would result in a total population for Rialto by the year 2000 of approximately 64,000 persons.

Average household size was 3.85 in 1970, and had declined to 3.06 in 1980, and 2.95 in 1983. Based on this population data and the availability of vacant land, the population of Rialto is not expected to exceed 76,000 persons. However, if large vacant areas within the Northwest Area Specific Plan and unincorporated areas develop, the population could rise as high as 89,000 at maximum development of all vacant land.

The current SCAG projections (i.e., SCAG 82 and RHAM Housing Allocation for Rialto) are based entirely on population and housing statistics and do not consider land availability. The SCAG projected population is shown on Table II-12. These projections correspond well with the land use data.

Further refinement of population and growth statistics which are truly meaningful is extremely difficult. Although complex modeling scenarios can be used to develop growth projections, many of the principal factors affecting growth are conditioned by national and international conditions which are nearly impossible to predict. This is also true of the SCAG projections which use regional trends from the last several years as the basis of city-specific population and housing predictions.

TABLE II-12
Project Population - SCAG-82

	1980	1987	1995	2000
City of Rialto ¹	43,063	58,100	66,880	72,600

¹Includes Sphere of Influence Area

Source: RSA 28 Population and Employment Forecasts for "SCAG-82".

c. Economic Indicators

Table II-13 provides a breakdown of household income as a percentage of the population. The 1980 census shows that 34 percent of the households in Rialto had annual incomes in excess of \$25,000. This figure is slightly lower than the San Bernardino-Riverside statistical area, where 35.4 percent had household incomes in excess of \$25,000.

The census estimated total employment in Rialto at 15,846; Table II-14 presents the occupation of the primary wage earners residing in the City. The data indicates a fairly even spread in the various employment categories, with the major occupations listed as the manufacturing of durable goods (15 percent) and retail trade (17 percent).

Per capita income estimates for Rialto, adjacent cities, and San Bernardino County are presented on Table II-15.

The General Plan Program included the preparation of a Cost/Revenue Tool which is included as Appendix G. This tool was designed as one method to be used in the evaluation of General Plan Land Use Alternatives as well as to present an overall background assessment of current fiscal conditions in the city as related to land use.

TABLE II-13
HOUSEHOLD INCOME IN RIALTO*
1980 Census Data

Income	Number of Households	% of Total
Less than \$5,000	984	8%
\$5,000-\$10,000	1,575	13%
\$10,000-\$20,000	3,329	27%
\$20,000-\$30,000	3,593	30%
\$30,000-\$40,000	1,691	14%
\$40,000-\$50,000	667	6%
\$50,000-\$75,000	207	2%
Over \$75,000	69	1%
TOTAL	12,115	100%

*Median household income, \$20,369;
Mean household income, \$21,752.

TABLE II- 14

OCCUPATION OF PRIMARY WAGE EARNER, CITY OF RIALTO
1980 Federal Census

Occupation	Number of Workers	% of Total
Agriculture	153	1%
Construction	1,268	8%
Manufacturing:		
Nondurable	599	4%
Durable	2,393	15%
Transportation	1,052	6%
Communications	490	3%
Wholesale Trade	661	4%
Retail Trade	2,781	17%
Finance	824	5%
Business/Repair	714	5%
Personal	571	4%
Professional:		
Health	1,207	8%
Education	1,428	9%
Other	637	4%
Public Administration	1,068	7%
TOTAL EMPLOYMENT	15,846	100%

TABLE II-15

Per Capita Income Estimate
Rialto and Adjacent Cities

Jurisdiction	1969	1977	Percent Change 1969-1977	Income in 1977 as % of County
Rialto	\$3,047	\$5,359	75.9	95.4
Colton	2,471	4,630	87.4	82.4
Fontana	2,949	5,499	86.5	97.8
San Bernardino	2,906	5,239	80.3	93.2
San Bernardino County	\$3,002	\$5,620	87.2	100.0

Source: Population Estimates and Projections, Series P-25, No. 886,
U. S. Bureau of the Census, June, 1980.

3. Residential Profile

a. Introduction

Information presented in this section has been derived from building permit records, census data, residential activity reports prepared by title insurance companies, and field surveys of housing units. Comprehensive data on housing is included as an integral part of the Rialto Housing Element.

b. Number of Dwelling Units

The 1980 Census counted 13,862 dwelling units in the city, and building permit data indicate that 1966 units have been built in the past four years, bringing the total to 14,828 dwelling units. The California State Board of Equalization estimates 1983 population in January, 1983, at 42,550, resulting in an average of 2.86 persons per units.

In 1980, 77 percent of the city's housing stock was devoted to single-family development, totaling 10,628 units. Only about one percent of the units (128 dwellings) in the city are duplexes, while 15 percent (2,089 dwellings) are other multiple-family units. Approximately seven percent, or roughly 1,017 dwelling units, are mobile homes.

c. Building Activity and Housing Prices

A summary of residential building activity as of October, 1983, is presented on Table II-16. This table indicates that there are 300 new vacant single-family residential units ready for occupancy, and 878 units pending construction. There are 1,204 units listed within final recorded tracts, including the 878 units pending construction. The table indicates that there are 663 units listed on approved tract maps which have not been recorded (i.e., the difference between items 1 and 3 on Table II-16), 249 of which are single-family detached units and the remainder being principally apartments. In addition, there are 2,088 units listed on tentative tract maps. Building permit activity (see Table II-17) indicates that, after a drop in new construction which began in 1980, the present year has seen a substantial reversal in building. Assuming favorable market conditions continue, and that the number of vacant units does not significantly

TABLE II- 16

1983 RESIDENTIAL BUILDING ACTIVITY THROUGH OCTOBER

Residential Factor	Single-family (det.units)	Condominiums (att.units)	Apart- ments
1. Total number of units listed on approved final tract maps	1,453	164	378
2. Total number of units listed on tentative tract maps	957	705	426
3. Units within final tracts as recorded	1,204	100	0
4. Number of building permits issued thru October, 1983	417	0	0
5. Vacant units (est.) ¹	300	0	0
6. Units pending construction ²	878	100	0

¹ Assumes all units in built-out tracts not listed as recorded sales to be vacant.

² Assumes units listed in recorded tracts which have not been built-out or where sales have been recorded to be under construction or pending construction.

Source: City of Rialto Building Permit Data and tract map records, "Recorded Facts" Third Quarter, 1983, First American Title Insurance Company, and Beland/Associates, Inc. field surveys, October, 1983.

TABLE II- 17
Residential Building Permit Data

Year	Rialto			Fontana	Colton
	Single Family	Multi-Family ¹	Total	Total	Total
1973	145	120	265	290	146
1974	53	0	53	43	16
1975	33	0	33	95	7
1976	66	11	77	205	105
1977	355	48	403	413	286
1978	1,230	158	1,388	1,023	398
1979	1,231	396	1,627	1,464	416
1980	251	24	275	689	129
1981	87	55	142	371	93
1982	56	0	56	21	19
1983	767	80	847	N.A.	N.A.

¹Includes all attached units, apartments as well as condominiums.

Source: "California Construction Trends", Security Pacific Bank.

increase, up to a maximum of 1,000 units could potentially be constructed in 1984. Nearly all of the new units planned or under construction are single-family residences, although final as well as tentative tract maps have been filed on a number of condominium and apartment projects.

The current (Summer, 1983) median sales price for new housing units in Rialto is \$77,962, compared with \$70,000 for Fontana/Bloomington and \$73,484 for San Bernardino/Colton (see Table II-18). An important factor shown on Table II-18 is that while single-family units (i.e., detached units) in Rialto are comparatively more expensive than those in adjacent cities, attached units (condominiums) are considerably less expensive in Rialto than in adjacent cities.

Resale prices for single-family housing in Rialto start at about \$45,000 for a two-bedroom home, and average from \$50,000 to \$60,000 for three-bedroom houses. In addition, there are some newer three-bedroom, two-bath homes priced at around \$75,000. New larger homes north of Highland are priced from \$98,000 to a maximum of \$135,000 for a five-bedroom home. Current prices are 15- to 20-percent below 1978-79 levels. The major drop in price occurred in 1982. Several local realtors characterized the market over the last five years as excellent in 1978-79, extremely slow in 1981-82, followed by a slow increase in activity, especially in the \$55,000 per unit range.

The relative amount of multi-family units construction, both apartments and condominiums, as a function of the total number of issued building permits, is shown on Table II-19. This table indicates that proportionately more multi-family units are being constructed in cities adjacent to Rialto than in Rialto. The causes for this appear to be a combination of factors including: more expensive, less readily developable land in Rialto, and greater planning/zoning incentives for multi-family units in the adjacent jurisdictions.

d. Market Area

Primary and secondary market areas may be defined for long-term residential development in

TABLE II-18
Median Sales Price of Residential Units (1983)

Jurisdiction	Detached Units	Attached Units	Total Units	No. Units Surveyed
Rialto	\$ 78,703	\$55,000	\$77,962	135
Fontana/Bloomington	75,999	65,999	70,000	152
San Bernardino/Colton	76,499	61,666	73,484	130
East San Bernardino County ¹	79,067	65,641	76,392	604
West San Bernardino County ²	118,412	78,111	98,391	747

¹Includes Fontana, Bloomington, Rialto, Grand Terrace, Loma Linda, Redlands, and Yucaipa.

²Includes Chino, Chino Hills, Montclair, Ontario, Upland, Alta Loma, and Rancho Cucamonga.

Source: "The Housing Insider", Summer, 1983, Ticor Title Insurance Company.

TABLE II- 19
New Multi-Family Units

Jurisdiction	Multi-Family Units as a Percent of Total Units Authorized by Building Permits							
	1977	1978	1979	1980	1981	1982	1983	1977-83
Rialto	12%	11%	24%	9%	39%	0%	%	%
Colton	70%	38%	59%	73%	61%	63%		
Fontana	28%	37%	37%	32%	37%	19%		
San Bernardino	47%	40%	55%	68%	37%	82%		
San Bernardino County	12%	27%	28%	25%	25%	33%	%	%

Source: Beland/Associates, Inc.

Rialto. The primary market is composed of individuals employed in Rialto and surrounding communities of Colton, San Bernardino, Riverside, Fontana, and Rancho Cucamonga. Recent construction has offered a mix of housing types and costs with prices competitive with the surrounding community.

The secondary market area is formed by individuals working in the greater Los Angeles area. The costs of housing are lower in Rialto and the surrounding area than in communities closer to Los Angeles, thus attracting the commuter home-buyer. Though the rising cost of gasoline and lack of public transportation systems has reduced the affordability of housing in the Inland Empire, young families and others entering the ownership housing market for the first time will likely continue to be attracted to these areas.

e. Market Characteristics

There are two sources of demand for housing in the Rialto area:

- Local residents as new households form or change size; and
- Unmet demand for moderate cost housing in the metropolitan area.

Local residents were the primary source of demand over the last ten years. The unmet needs in the metropolitan area will be a growing influence on the demand for moderate priced homes in outlying communities, including Rialto.

Since this demand is increasing rapidly, the demand for housing in Rialto will most likely continue to grow.

4. Commercial Profile

a. Market Area

Three market areas for retail and wholesale commercial outlets and office space are definable for the City of Rialto. The first and smallest area is that applicable to a neighborhood shopping center; this is defined as an area within a two-mile radius of a given site, while a larger area within a four-mile radius would support a community scale shopping center. A regional center would require an area within a seven-mile radius, restricted by competition from the Inland Center to the east and Montclair to the west.

b. Recent Trends

Commercial construction has tended to follow trends established in the residential construction market. Most commercial development in Rialto has been oriented to the immediately surrounding residential areas, which accounts for this correspondence.

Commercial outlets' ability to capture market share can be estimated by comparing local and regional retail sales and per capita retail sales data. Table II-20 lists taxable sales in Rialto, Riverside, San Bernardino, Redlands, Colton, and San Bernardino County through the period 1975-1981. This information is presented graphically on Table II-21.

It can be inferred from the data on Tables II-20 and II-21 that Rialto, compared to the normative value represented by the figures for San Bernardino County as a whole, has maintained an average or above-average market share in the General Merchandise, Food Store, and Packaged Liquor categories. It may be inferred that in the General Merchandise category, Rialto is benefitting from an influx of shoppers living outside of the City limits, giving the City the benefits of increased sales tax, without significant additional costs. In several categories, Rialto is below County-wide averages, indicating that the City is losing potential sales tax revenues when residents leave the city to make purchases. These areas include: "Other" retail stores (i.e., specialty shops such as camera stores and the like), Home Furnishings and Appliances,

TABLE II- 20

Taxable Retail Sales Per Capita¹

Sales Category	Colton		Rialto		Fontana		San Bernardino Co.	
	1977	1981	1977	1981	1977	1981	1977	1981
Apparel Stores	\$ 58	\$ 72	\$ 22	\$ 37	\$ 72	\$ 70	\$ 101	\$ 130
General Merchandise ²	-	-	493	568	288	246	482	553
Drug Stores	-	-	-	44	134	125	65	71
Food Stores	513	506	310	419	414	529	250	372
Packaged Liquor Stores	110	78	82	76	101	71	72	71
Eating and Drinking Places	743	631	231	293	367	397	321	422
Home Furnish. and Appliances	84	129	42	37	138	67	124	135
Bldg. Matl. and Farm Impl.	543	399	257	178	368	256	217	249
Auto Dealers and Auto Supplies	1,524	1,175	166	160	840	591	493	507
Service Stations	846	1,041	268	896	327	520	395	669
Other Retail Stores ³	771	692	75	79	237	176	316	331
Retail Stores Total	\$ 5,192	\$ 4,722	\$ 1,946	\$ 2,787	\$ 3,286	\$ 3,048	\$ 2,836	\$ 3,510

¹Constant 1981 dollars.²Includes stores such as K-Mart, Woolworths, and department stores.³Includes specialty stores; stores which sell a particular category of merchandise.

Population totals as follows:

City	1977	1981
Rialto	31,850	41,300
Fontana	24,900	41,800

Source: State Board of Equalization

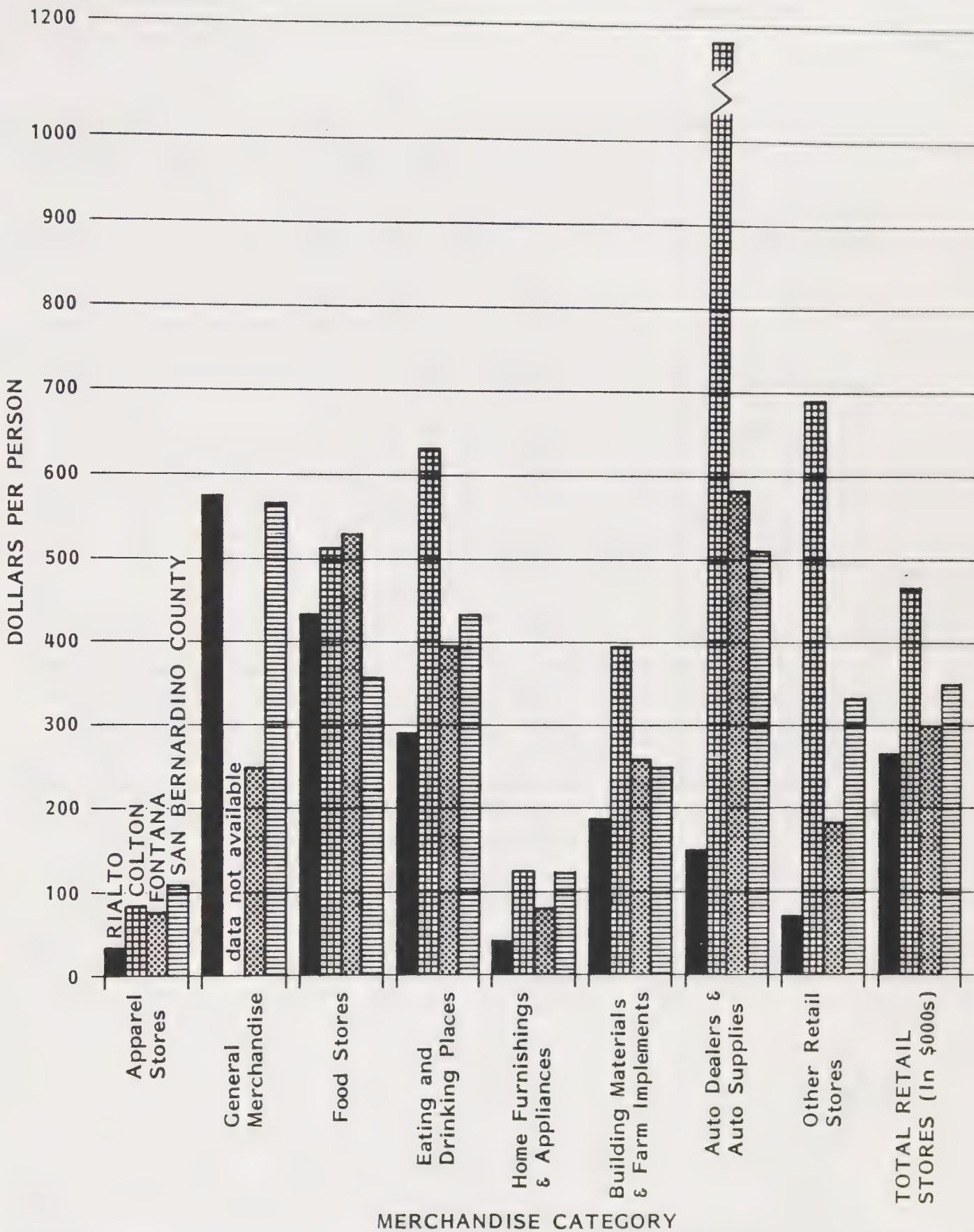


TABLE II-21
TAXABLE RETAIL SALES PER CAPITA (1981)

SOURCE: State Board of Equalization; Beland/Associates, Inc.

Apparel Stores, Auto Dealers and Supplies, Drug Stores, Eating and Drinking Places, and Building Material and Farm Implement Supply Stores.

Of the business categories listed on Table II-20, those with the greatest disparity from the county-wide, as well as adjacent cities, per capita sales totals are Eating and Drinking Establishments, Building Materials and Farm Implements, and possibly the "Other" retail sector (i.e., specialty stores and those which sell a single category of merchandise rather than a K-Mart or department store).

Examination of per capita taxable retail sales data shows that there has been little growth in sales in any category since 1977, and that sales have actually dropped in the Packaged Liquor, Home Furnishing and Appliance, and Auto Dealer and Supply categories.

As part of an effort to revitalize the downtown area, the City contracted for the Rialto Central Area Specific Plan, draft printed in June, 1983. In order to stimulate commercial development in Rialto, the plan encourages increased residential development in the area immediately surrounding the central business district. The Plan suggests that two areas are "special opportunity zones": the first is a single large vacant parcel located at the southeast corner of First Street and Rialto Avenue. The consultants suggest that the most viable use for this parcel is a housing project catering to Senior Citizens; since older people have less mobility, they would be more likely to patronize local businesses than other age categories. The second special opportunity zone is a block of mixed commercial uses, bounded by Palm Avenue on the west, Riverside Avenue on the east, Rialto Avenue on the north, and by the AT&SF railway right-of-way on the south. The consultants suggest that this area be given a "cottage industry" designation, a category which would allow people to conduct their businesses and establish residence at the same location. In essence, the plan proposes to reduce the amount of commercial zoning in the downtown area in favor of additional residential zoning. Though the Rialto Planning Commission has recommended that the City Council approve

the Plan, downtown residents have opposed the proposed increase in residential zoning. (For further information, consult the Initial Draft Rialto Central Area Specific Plan, prepared for the City by The Planning Center in June of 1983, and the Thursday, October 27, 1983, edition of The Rialto Record.)

c. Commercial Land Values

Recently constructed commercial properties have been valued between \$30 and \$45 per square foot.

Rental rates for commercial space range from 85 cents per square foot, triple net (i.e., taxes, utilities and insurance are included in the given rental rate) to 65 cents per square foot, triple net, for space in Colton, immediately adjacent to Rialto. These areas are roughly comparable with rates charged in most shopping centers in Riverside and San Bernardino.

d. Market Characteristics

Future commercial development in Rialto will depend on the amount of residential development and its resultant population increase. Also an important factor is the degree of success with which Rialto is able to capture non-local markets through development of retail outlets catering to a regional clientele.

(1) Shopping Centers

According to a report prepared by Alfred Gobar Associates in 1982 for the City of Grand Terrace, there is insufficient market demand for a neighborhood, community, or large-scale regional shopping center in the region.

(2) Office Space

There has been little demand for office space in Rialto; as is the case in some other commercial categories, this reflects a regional trend. As can be seen from Table II-22 total office absorption in the entire West San Bernardino Valley (which includes Montclair, Rancho Cucamonga, Rialto and Fontana) during the period 1979-1981, has been only 29,490 square feet. Projected demand for office space continues to be low.

TABLE II-22

Office Space Absorption
West San Bernardino County Area

City	1976	1977	1978	1979	1980	1981	Space Absorbed 1976-1981	
							Total	Share
Upland	---	44,420 sf	101,410 sf	6,500 sf	20,970 sf	880 sf	174,180	60.2%
Ontario	---	---	55,000	---	24,950	5,500	85,450	29.6
Montclair, Rancho Cucamonga, Rialto and Fontana	---	---	---	12,650	10,000	6,840	29,490	10.2
Total		44,420 sf	156,410 sf	19,150 sf	55,920 sf	13,220 sf	289,120	100.0%

Source: Draft Environmental Impact Report for the Fontana Corridor Redevelopment Project, October, 1982, Fontana Redevelopment Agency; economic data by Douglas Sjoberg and Associates.

(3) Other Commercial Development

Other commercial development is likely to occur in Rialto between now and 2000, including small single-tenant offices, fast food outlets, banks, automotive and other service outlets, and other strip commercial uses. This development will be focused toward the needs of new residents.

5. Industrial Profile

a. Market Area

The primary market area for new industrial development for Rialto includes adjacent Inland Empire cities of Colton, Fontana, San Bernardino, and Riverside, as well as portions of Southern California accessible by freeway and rail transportation. Locations currently in competition with Rialto for siting of industrial projects include portions of Riverside, San Bernardino, Fontana, and Rancho Cucamonga, as well as new business parks in the Interstate 10 corridor.

b. Recent Trends

Industrial development in Rialto over the last two years has been slow, totaling no more than 50 acres. Industrial absorption data for Rialto and surrounding communities expressed in building permit value is presented on Table II-23.

c. Demand for Industrial Land

Rialto is a part of the Riverside-San Bernardino market area, and will be affected by trends in this market. Factors which will affect the the City's competitive position within the regional market include the following:

- Access to Interstate 15E, Southern Pacific Railroad facilities, and Ontario Airport;
- An adequate supply of industrially-zoned land;
- A growing labor supply of unskilled, semi-skilled, and skilled workers.

d. Land Costs

A lack of previous sales of land comparable to existing undeveloped industrially-zoned land makes accurate estimate difficult. Current values in Colton and San Bernardino run between \$2.50 and \$3.00 per foot; values in Rialto should be roughly comparable.

TABLE II-23

Industrial Building Permit Value
(in thousands)

Jurisdiction	1973	1974	1975	1976	1977	1978	1979	1980	1981
Rialto	255	207	192	290	307	667	398	806	2,287
Fontana	140	12	321	111	344	3,544	9,198	3,218	727
Colton	846	474	403	1,010	223	1,400	565	299	279
San Bernardino	142	54	44	545	3,656	5,221	4,514	415	1,110

Source: "California Construction Trends", Security Pacific Bank.

e. Labor Supply

The base of available labor in the Rialto area is expected to continue to increase at a slow but steady pace over the next ten years due to an increase in residential development. For the next few years there will be a small oversupply of labor available for industry, mostly in unskilled and semi-skilled levels.

f. Market Characteristics

Industrial development in Rialto has been directly related to market conditions in the Riverside/San Bernardino and Ontario/Pomona areas. The City is strategically located between these market areas and can take advantage of the labor pool in both areas as well as market to them. There appears to be a potential for the concentration of tilt-up buildings to house a variety of light manufacturing uses catering to both market areas.

g. Potential Influences on Market Demand

A number of industrial and business parks have recently been completed or are under construction in adjacent cities. Fontana in particular has large amounts of potentially developable industrial property and is actively pursuing development. Two industrial specific plan areas totaling over 995 acres are currently being established south of the I-10 Freeway.

h. Land Absorption Projections

It is reasonable to assume a growth rate in Rialto moderately higher than that of the past five years due to increasing demand. This projection is based on three factors:

- (1) Increasing population;
- (2) Current proposed development;
- (3) Land prices in nearby metropolitan areas.

"Pent up" demand related to the current high cost of construction money should further increase development when these capital costs are reduced.

E. INFRASTRUCTURE

1. Water

Water service is provided by the Water Division of the City's Public Works Department, the Fontana Water Company, and by the West San Bernardino County Water District. The City provides water in the area bounded by Baseline on the north, Linden on the west, and by the Interstate 10 Freeway on the south. Fontana Water Company serves the area west of Linden between Randall and Highland. The County Water District services north of Baseline and south of the Freeway. The water provided by the City and the Fontana Water Company is treated and is of domestic quality; the County operates a dual system, providing water for both irrigation and domestic use. Figure II-10 shows the locations of wells and reservoirs, and service area boundaries of the three water purveyors.

City and County representatives say that their respective systems are reliable, and that a high level of systematic maintenance has been carried out on wells, pumps, and other key facilities. Both systems use telemetering to monitor key operations. The City is designing two new wells to meet projected demand; construction of these wells should begin sometime in 1984.

One of these wells will be in Easton Park, near the intersection of Easton and Eucalyptus Avenues; the other will be located in the Lytle Creek Wash, about one half mile east of Meridian Avenue, and south of Baseline. Each well is expected to produce a flow of about 2000 gallons per minute.

The County Water District staff is currently designing transmission facilities for their service area north of Riverside and Maple, and a well near their Tamarind reservoir.

The City's existing nine wells and one filtration plant are able to produce and treat 14,440 gallons per minute, or 20.8 million gallons per day. The water is stored in four reservoirs having a total capacity of 17 million gallons. So far this year, the peak consumption day was July 14 when 13.8 million gallons were produced, leaving a margin of 35 percent of the

LEGEND

City Boundary

Sphere of Influence
Boundary

Major Arterials

Major Arterials
(Divided)

Arterials and
Highways

Secondary Roads

Proposed
Interchange

West San Bernardino
County Water Dist.

Fontana Water
Company

Areas With No
Water Service

Well in City of Rialto

Reservoir in City of
Rialto

Well in West San
Bernardino Co.
Water District

Reservoir in West
San Bernardino
County Water
District

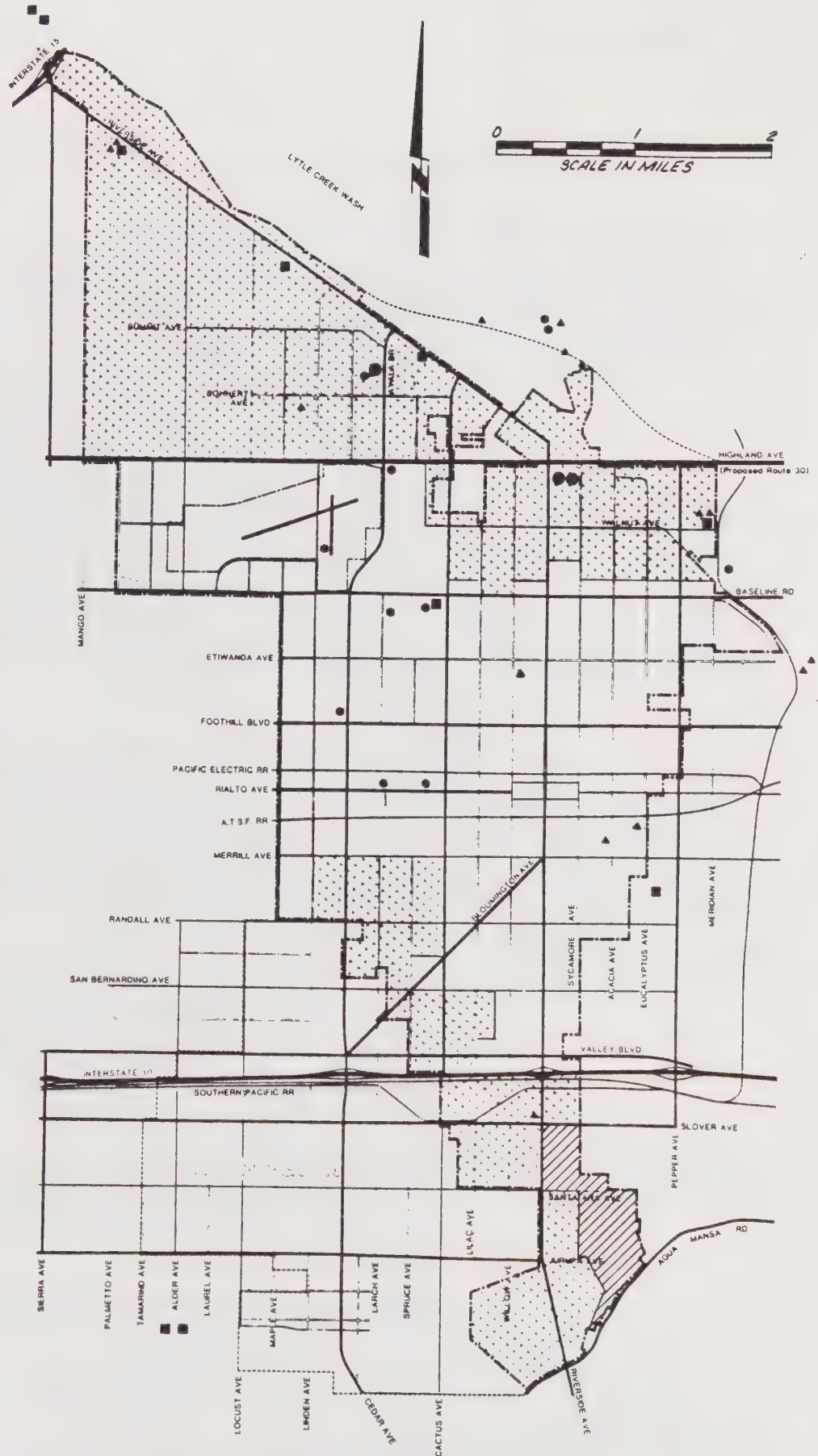


Figure II-10
WATER SYSTEM DATA

SOURCE: C G Engineering

City's pumping capacity unused. This margin would be used to provide water to fight a major fire, or to allow a margin of safety in case one or more wells temporarily stopped producing water.

Both the City and County require development fees for hookups on new construction, and both systems are supported by the water rates. Appendix H lists the development fees and water rates charged by the City and County systems. Both water agencies reviewed their fees and charges annually to ensure that the water systems can continue to be self-supporting.

The Fontana Water Company is the water retailing subsidiary of the San Gabriel Valley Water Company. These are privately owned companies, regulated by the State Public Utilities Commission, and operating under different general rules than either the City or County water systems. The PUC does not allow the Fontana Water Company to charge development or system connection fees as charged by the City and County.

Another subsidiary of the San Gabriel Valley Water Company, the Fontana Union Water Company, is the Fontana Water Company's wholesaler. The FUWC delivers water from Lytle Creek to the FWC's 20 million gpd filtration plant. The filtered water is stored in two reservoirs with a combined capacity of eight million gallons located at the intersection of Alder and Highland.

Fontana Water Company representatives state that the company's system is reliable, and there are no existing system deficiencies.

2. Sewerage System

The City of Rialto's Sanitary Sewer System, administered by the Public Works Department, provides sewer service in roughly 85 percent of the City's incorporated area.

The City's treatment plant was expanded in 1980 to a treatment capacity of six million gallons per day from the original capacity of four million gallons per day. There is room to expand the plant's capacity to eight million gallons per day. Since the plant is now processing about three and a half million gallons per day, its existing capacity is adequate to support considerable new development in Rialto.

The plant's operation is contracted out to a private maintenance contracting firm. The City staff says that the plant is operating satisfactorily, and that it should continue to function reliably for many years.

Planning to determine financing options for the Sewage Treatment Plant expansion should begin when the flow reaches 4.5 million gallons per day, with the construction to begin at a flow level of 5.0 million gallons per day. Consideration for future expansion requirements should be made at that time.

A major outfall line running east of the petroleum tank farm on South Riverside Avenue was washed out by storm runoff in 1982-83. This line has been relocated along Riverside and Santa Ana Avenues to avoid the flooding hazards of the old placement.

The sewer trunk lines north and south of the I-10 Freeway have been installed at a size sufficient to accommodate projected flows as development continues.

The existing facilities crossing the I-10 Freeway provide for a maximum capacity of four million gallons per day. Current flows at this crossing average 3.2 million gallons per day. An added crossing or enlargement of the existing facilities has been identified by the City as a high priority project.

The part of the City south of Santa Ana Avenue is downstream of the treatment plant; consequently, this area cannot now connect to the Rialto sanitary sewer system. Providing sewer service to this area is currently one of the Public Works Department's greatest concerns; eventually, collection lines and a sewer lift station will be installed to pump the sewage up to the treatment plant.

If Bloomington, which currently lies within Rialto's sphere of influence, were ever incorporated into the City, the treatment plant would have to be expanded to accommodate the increased load. The sewer collector lines which could serve Bloomington have been designed to handle the anticipated flow from the community.

The Santa Ana Watershed Project Authority has plans to extend the Santa Ana Regional Interceptor (Brine Line) from the Prado Dam area to the San Bernardino Treatment Plant. The line will carry industrial wastes to a treatment facility in Fountain Valley and then to the ocean. The "Brine Line" will skirt the southern section of Rialto along Aqua Mansa Road. The availability of capacity in this line would encourage industrial development in the southern area of Rialto.

The only major industrial generator of sewage is the Phototron film processing plant located at Bloomington and Spruce. Records of average flow are not available. The firm has been in operation for 13 years. The proposed hospital would also generate significant amounts of sewage.

The construction of a community hospital is anticipated in the near future. The probable site is the south side of Baseline Avenue, west of Cactus. Depending on the final site selection, upgrading of nearby downstream sewer mains may be required.

A map showing the location of the treatment plant, all sewer lines 12-inches in diameter and larger, as well as areas which are currently unsewered, is presented as Figure II-11.

The only existing sanitary sewer assessment district in Rialto is Sewer Assessment District 80-1. This district was formed to pay for the expansion of the treatment plant.

A one-time assessment fee was established in 1980. It is to be paid at the time of development of a given property and is scheduled to increase \$56 each July 1st until 1990. The current fee for a single-family residence is \$924. A fee equal to, but in lieu of, the sewer assessment, is charged for development of property annexed to the City after the formation of the assessment district.

The City also has fees to offset the cost of the sewer collection system. A fee for new development based on

LEGEND

City Boundary

Sphere of Influence
Boundary

Major Arterials

Major Arterials
(Divided)

Arterials and
Highways

Secondary Roads

Proposed
Interchange

Sewer Plant

Sewer Trunk
Lines 12" and Over

Areas With No
Sewer System

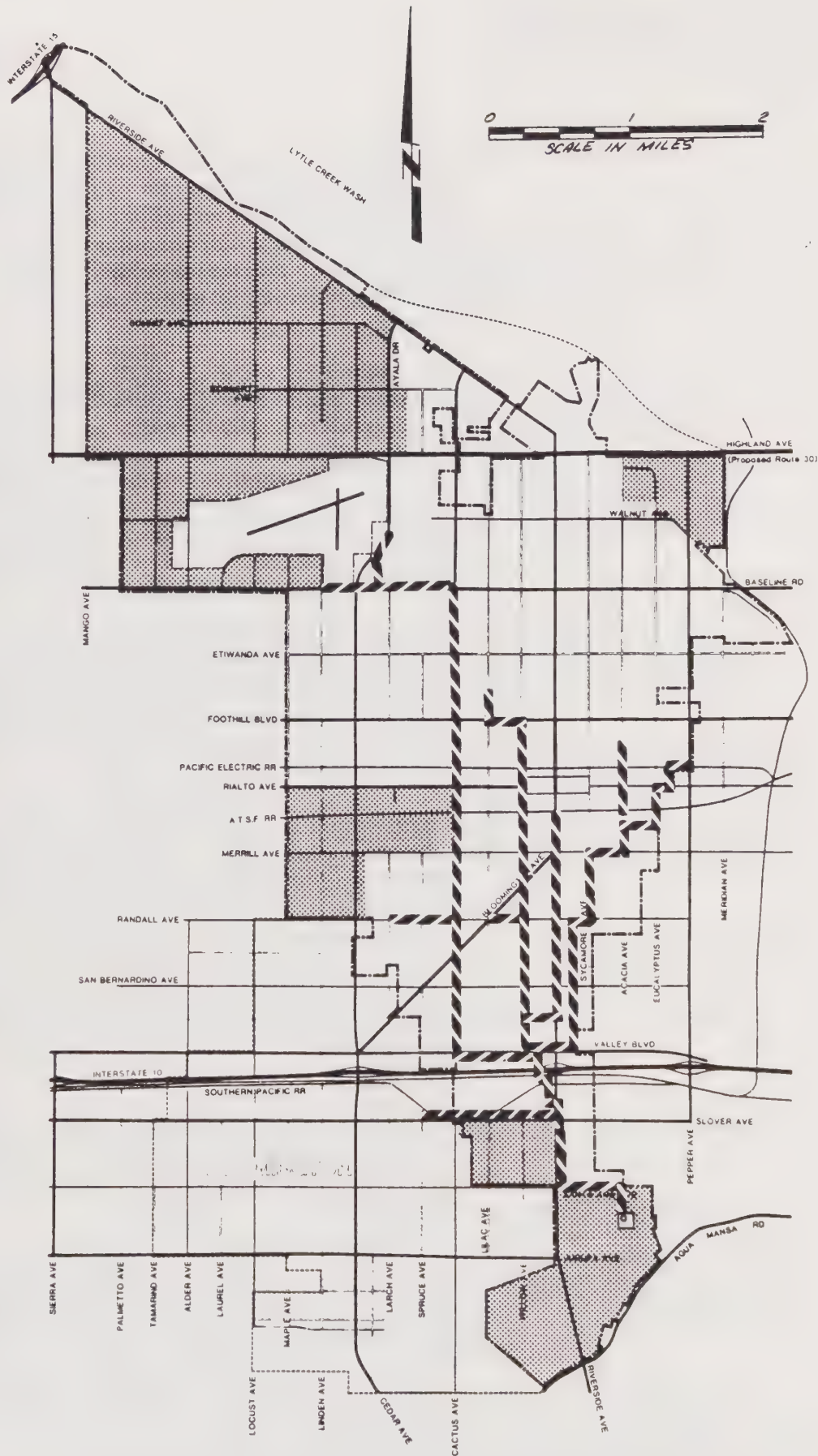


Figure II-11
SEWER SYSTEM DATA

SOURCE: C G Engineering

the lineal footage of frontage on a City-owned sewer is currently \$10 per foot for eight-inch sewer, \$12 per foot for a ten-inch sewer, and \$14 per foot for 12-inch sewer. An area charge assessed at the time of development is currently \$0.051 per square foot of gross lot area. These fees are periodically reviewed to determine the need for adjustments.

At present, effluent flows from the treatment facilities of the cities of Rialto, San Bernardino, and Colton are discharged to Reach 4 of the Santa Ana River. Increases in the quantities of these flows, as well as a series of wet years, have generated increasing perennial flows in Reach 4. This is of concern to this Board: under perennial flow conditions, effluent discharged in Reach 4 may have significant adverse water quality impacts on downstream river reaches. To prevent such impacts, it may be necessary to improve effluent quality by providing full tertiary treatment. This, in turn, would require modifications and improvements of the treatment facilities themselves.

The problems associated with perennial flows in Reach 4 are the subject of a current study which is expected to identify a range of alternative solutions, including tertiary treatment.

The City's sewer Master Plan was prepared in 1968, and includes potential alternative locations for major collection system. The City has unofficially modified the plan to accommodate changing expectations of the location, size, and type of new development in Rialto. City staff reviews tributary areas and sizes major collector lines to serve the expected flow from each tributary area.

3. Solid Waste

The Edco Disposal Company has collected solid waste in Rialto for the past six years, under the terms of a franchise agreement with the city. Between 22,000 and 26,000 tons of solid waste are collected each year. According to city staff members, the city has received few complaints about Edco's service.

Edco representatives say they could provide service to a larger population than they now serve in Rialto. The company currently provides service to Buena Park and several other cities larger than Rialto. Solid waste is currently hauled to San Bernardino County's Colton and Fontana landfill sites. At present, the county plans to close the Colton site in about two and a half years, and the Fontana site in 1988. Solid waste would then be hauled to the county's San Timoteo landfill. The San Timoteo site will function until about the year 2000. Rialto will need to participate with San Bernardino County in planning for alternatives sites or disposal methods. The location of county landfill sites is shown on Figure II-12.

The City of Rialto has its own landfill site near the sewage treatment plant. Street sweepings and construction debris from city operations are hauled to this site. The city is therefore able to save the fees required to use the county dump. The estimated life of this landfill is 20 years.

4. Electricity

The Southern California Edison Company provides electrical service to the community. Their representatives indicated there should not be any problems in providing electrical service for future development in the community.

The Edison Company's facilities comprise a number of distribution lines, the largest being rated at 66,000 volts. These lines are on wooden poles and are located within street rights-of-way.

5. Natural Gas

The Southern California Gas Company provides gas service to the community. Their representatives indicated there should not be any problems in providing

- ▲ Fontana
- Colton
- San Timoteo Canyon



Figure II-12
LANDFILL SITES

SOURCE: C G Engineering

Beland/Associates, Inc

GENERAL
PLAN
UPDATE

RIALTO

gas service for future development in the community. All of the gas company facilities are for local distribution; there are no major high pressure transmission lines in the community.

6. Communications

Telephone service is provided by Pacific Bell Telephone Company. The recent creation of the 619 area code has freed more numbers for use in the 714 area, of which Rialto is a part. The telephone company has no present difficulty serving Rialto, and does not expect that the city's continued growth will impair their ability to provide service in the future.

Acton Cable TV currently provides cable television service to a portion of the community. City members say that Rialto Cable TV may also be issued sometime next year; however, no exact determination has yet been made.

7. Flood Control

The Rialto area is included in the San Bernardino County Comprehensive Storm Drain Plan Project No. 3. The plan identifies an integrated plan of storm drains for a study area within a portion of the county, including Rialto, and details flood control systems necessary for each portion of the study area. The study is used as a guide for storm drains designed by local agencies.

Because of the natural slope of the community, the predominant water flow is from northwest to southeast. The plan calls for a system of north-south running drains feeding into interceptor lines draining either to the Rialto Channel which parallels Cactus Avenue through much of the community, or to the Lytle Creek Wash area.

The Rialto Channel is the item of greatest overall concern to the city. The existing channel was built jointly by the city and San Bernardino County Flood Control District and is an unlined channel having only approximately 600 cubic feet per second drainage capacity, whereas the ultimate design should be for 10,000 cubic feet per second. It does serve, however, as an interim north-south collector, providing a degree of protection for the community easterly of Cactus Avenue. The upgrading of the Rialto Channel is one of the high priorities for the community and they have undertaken significant

steps with the San Bernardino County Flood Control District, the California Water Commission, and the United States Army Corps of Engineers. Most recently, notification was received by the community that a recommendation to the Corps of Engineers from the California Water Commission will be made to allocate \$400,000 for additional study by the Corps of Engineers on the Rialto Channel. Improvement of the channel will also reduce maintenance costs to the city.

The city staff's highest flood control priority is the installation of a new drain in Bloomington Avenue between Riverside and Lilac Avenues. This project would relieve flooding conditions on Riverside Avenue south of Merrill Avenue. Though the drain has been designed, there is no funding currently available to undertake the project.

Rialto has no major flooding problems, and no portions of the city are within a Federal Insurance Agency flood hazard zone.

The city currently collects a drainage development fee of \$1,740 per acre, or \$0.04 per square foot of gross area, to offset the cost of Master Planned construction, and periodically reviews the fee to ensure that it is in line with the storm drain construction costs. The Rialto City Council is currently examining the San Bernardino County Flood Control District's proposal to establish an assessment district in Rialto to provide additional flood control revenues.

8. Petroleum Tank Farm

Nine companies use the petroleum tank farm south of Interstate 10 and east of Riverside Avenue. These companies are: Arco, Mobil, Thrifty, Amendt, Douglas, Shell, Chevron, Union, and Texaco. All are supplied by a 20-inch pipeline coming from Long Beach. The pipeline is owned by SP Pipeline, which is a subsidiary of the Southern Pacific Transportation Company, and accordingly, most of the pipeline is located within the Southern Pacific Transportation Company's railroad rights-of-way. A 12-inch pipeline carries the petroleum products from the Rialto tank farm easterly to the Phoenix area.

Each of the individual companies receives their products from the SP Pipeline through individual piping systems into their own storage tanks. As an example, Arco has

a 14-inch line from the SP Pipeline to supply their existing 149,000 barrel capacity tanks. Arco is currently constructing or is planning to construct tanks having additional capacity of 105,000 barrels.

Although the petroleum products arrive at the tank farm by pipeline, nearly all leave by tanker truck. The anticipated increase in tanker truck volume will be reviewed in the Circulation Element to determine whether any significant impact upon traffic will result in the future from the tanker truck traffic.

F. CIRCULATION

The circulation study was completed in three phases. The first phase involved review of the existing City Master Plan of Streets and Highways and the existing roadway system. Vehicle counts were taken, tabulated, and the circulation system was analyzed to determine current service levels.

The second phase correlated the newly developed general plan land uses with a Transportation Modeling Program to forecast future traffic on the various alternate circulation links.

In the final phase the street network was analyzed to estimate future service levels and the recommended Master Plan was developed.

1. Existing System

Interstate 10 is the principal highway through Rialto. It is an eight-lane freeway with interchanges at Pepper Avenue, Riverside Avenue, and Cedar Avenue. The freeway connects the City with Los Angeles to the west and San Bernardino and the desert areas to the east. It carries between 62,000 and 70,000 vehicles per day through the City and presently affords a one-way Peak Hour Level of Service between "A" and "B"; indicative of stable flow with reasonable driver freedom.

The main north-south arterial through the City is Riverside Avenue which connects the City to Riverside to the south and Interstate 15 to the northwest. Riverside Avenue varies in total width throughout the City but has a constant four lanes except for a two-lane portion north of Highland Avenue. Current traffic volumes on Riverside Avenue vary between 2,500 and 19,000 vehicles per day, with volumes increasing with proximity to the downtown area.

Additional north-south major arterials are: 1) Pepper Avenue; 2) Cactus Avenue; 3) Cedar Avenue. Current daily volumes are in the order of 5,000 to 8,000 vehicles per day in the developed areas.

The major east-west arterials are 1) Slover Avenue; 2) Valley Boulevard; 3) Foothill Boulevard (Route 66); 4) Baseline Road, and 5) Rialto Avenue. Current daily volumes range from 3,000 vehicles per day for Slover Avenue to 24,000 vehicles per day for Foothill

Boulevard. Rialto Avenue is a major arterial west of Willow Avenue. Bloomington Avenue and Riverside Avenue between Santa Fe railroad tracks and Foothill Boulevard are divided major highways.

Most of the major arterials are improved to full section, though unimproved sections exist.

Highland Avenue (Route 30) is not covered in the above discussion. It is a two- and four-lane highway through the City and carries 14,000 to 17,000 vehicles per day. The proposed freeway still faces significant obstacles, and the state has not committed to specific design standards.

Secondary highways exist to accomodate shorter trips than the trips on arterials. They distribute traffic from local and collector streets to the major arterials. The following secondary highways exist in Rialto: 1) Walnut Avenue, west of Riverside Avenue; 2) Lilac Avenue between Baseline and Walnut; 3) Rialto Avenue east of Willow Avenue; 4) First Street between Willow and Sycamore Avenues; 5) Merrill Avenue; 6) Randall Avenue; 7) San Bernardino Avenue; and 8) Santa Ana Avenue. Existing volumes range from 2,000 to 7,000 vehicles per day. The fully improved cross sections provide two lanes of travel in each direction.

Collector streets distribute traffic from the local streets to the major arterials and secondary highways. They are situated mostly in residential areas and provide one lane of travel in each direction. The following are the existing collectors in Rialto: 1) Etiwanda Avenue; 2) Walnut Avenue east of Riverside Avenue; 3) Bohnert Avenue; 4) Easton Avenue; 5) Linden Avenue; 6) Maple Avenue; 7) Larch Avenue; 8) Spruce Avenue; 9) Lilac Avenue; 10) Willow Avenue; 11) Sycamore Avenue; 12) Acacia Avenue; and 13) Eucalyptus Avenue. Existing volumes for these streets vary widely to a maximum of approximately 4,000 vehicles per day.

Figure II-13 shows the existing freeway, arterial, secondary and collector system.

LEGEND

City Boundary

Sphere of Influence
Boundary

Major Arterials

Major Arterials
(Divided)

Arterials and
Highways

Secondary Roads

Proposed
Interchange

Traffic Problem
Locations

Rte. 30 Freeway
Corridor

Rte. 30 Freeway
Corridor Interchange
Locations

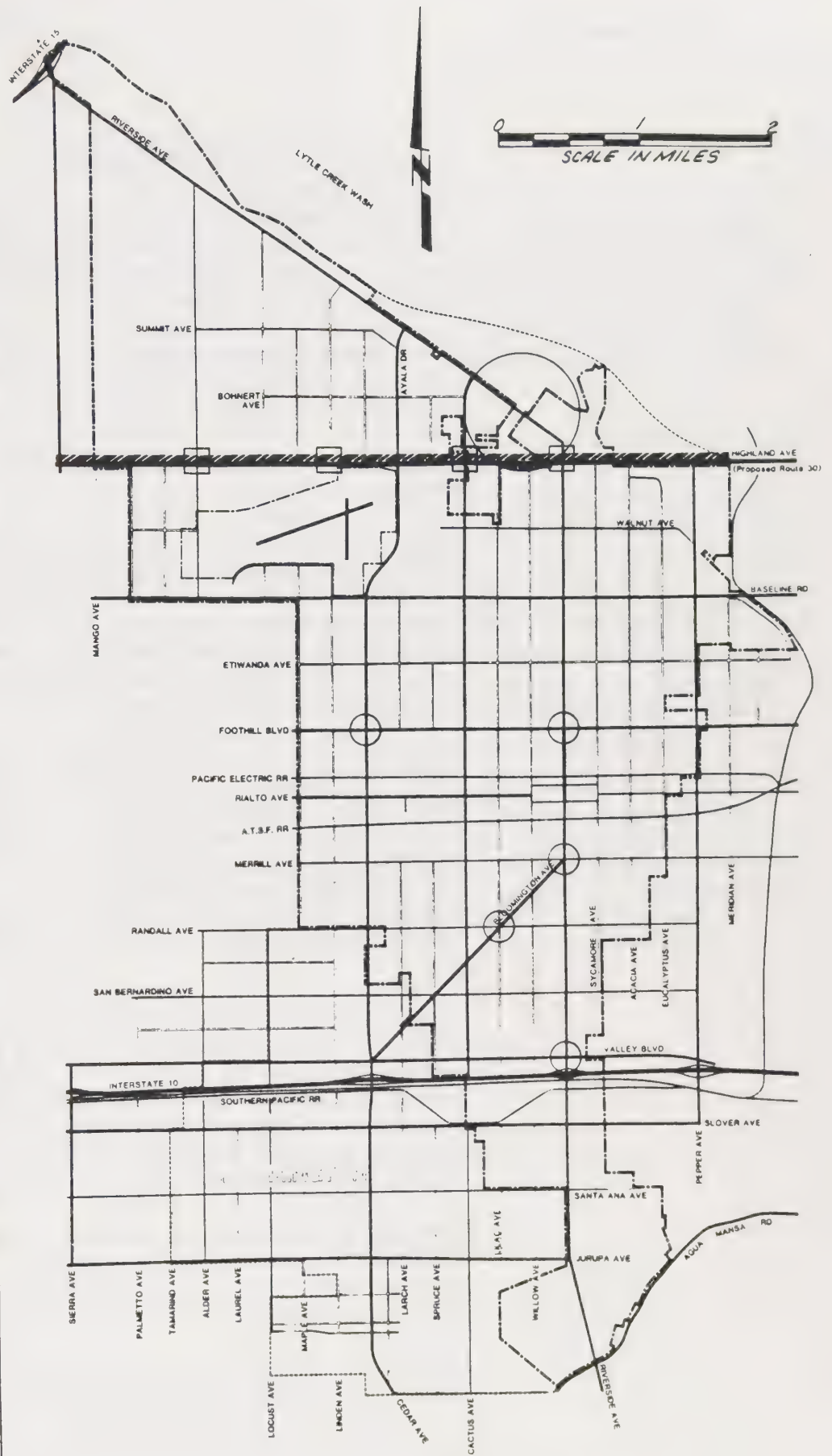


Figure II-13

CIRCULATION SYSTEM AREAS OF CONCERN

SOURCE: C G Engineering

2. Existing Public Transportation

The Omnitrans public bus system provides the only public transport in Rialto. Omnitrans operates several routes in the community, and provides connecting links to other areas.

The County Transportation Commission, in which the City of Rialto is represented, reviews Omnitrans routes and approves route additions and deletions.

Three fixed routes are operated within the City of Rialto as follows:

Route 14- Provides service from Yucaipa, through Rialto to Montclair. Route 14 travels through Rialto on Foothill Boulevard only. It operates Monday through Saturday from 5:45 AM to 8:15 PM on approximately one-hour intervals. Two-directional average weekday ridership for the portion of Route 14 within the City of Rialto is approximately 135 passengers.

Route 21- Provides service from Redlands through Rialto to Fontana. Route 21 also travels through Rialto only on Foothill Boulevard. Service is provided Monday through Saturday from 6 AM to 7:10 PM on approximately one-hour intervals. Reduced service times are provided on Saturday. Two-directional average weekday ridership for the portion of Route 21 within the City of Rialto is approximately 230 passengers.

Route 9- Provides service from San Bernardino to Rialto on various streets within the City. Service is provided Monday through Saturday from 6:15 AM to 6:58 PM on one-hour intervals. Reduced service times are provided on Saturday. Two-directional average weekday ridership for the portion of Route 9 in the City of Rialto is approximately 170 passengers.

Omnitrans also operates a demand responsive service. This service, known as Dial-A-Ride, has averaged approximately 2,000 passengers per month during 1983 within the City of Rialto.

Omnitrans continuously monitors Dial-A-Ride and their fixed routes to determine if increases or decreases in service are necessary. They have found that the growth in the Rialto area is not highly dependent on public transit. Increases in transit dependency could be expected to occur if higher density development were to occur in the City. Since the trend is still primarily single-family, the established pattern is not likely to change.

3. Model Development

Future transportation demands on the Rialto roadway network were analyzed using a computer based transportation modeling system (TMODEL). The system assembles data on land use characteristics of the roadway network, and existing roadway traffic volumes. It performs the traditional network analysis of the roadway system using the gravity method of trip distribution.

The study area is divided into zones, with productions and attractions based on land use loaded into each zone at a centroid (usually a key intersection). The number of trips is calculated and loaded onto the roadway system at its zone centroid in increments. Travel times are calculated for each increment and the traffic loaded onto the network based on a weighted combination of shortest distances and travel times. After all projected volumes are loaded onto the network, future volume-capacity ratios are calculated and the system is analyzed for model validity (comparisons with existing travel patterns) and adjusted if necessary.

In summary, the model will yield projected volumes resulting from full buildout of the City in accordance with the new General Plan land uses. These volumes are made up of existing volumes, increased to account for the increase in external trips (generated and terminating outside the study area) as well as the internally generated trips.

4. Plan Development

The updated circulation element evolved from the existing City Master Plan of Streets and Highways. The assignment of future development traffic to the street network using the model described above highlighted certain specific areas where revisions of upgrading will be needed to alleviate future deficiencies. Projected future traffic volumes from the model resulted in the following recommended changes to the existing plan: 1) Upgrade Linden Avenue north of Highland Avenue to a secondary highway; and 2) Downgrade Cedar Avenue north of Highland Avenue to a collector. This is planned to be a residential area, with Linden projected for higher volumes due to its connection with Riverside Avenue to the north. Volumes for Cedar are projected to be lower and a two-lane road should be adequate; 3) Upgrade Alder Avenue north of Baseline to a major arterial. Although Fontana's Master Plan shows Alder as a secondary, the planned Route 30 Freeway interchange at Alder and the traffic volumes projected due to the large amount of future industrial land yield numbers which would support a major highway. The high percentage of trucks anticipated to use Alder Avenue, the main north-south route through the planned industrial area, also contributes to the projected need to close the three-mile spacing between north-south major arterials which currently exists; 4) Upgrade Santa Ana Avenue to coordinate classification with that of the City of Colton's circulation element. The updated plan should upgrade Santa Ana Avenue to at least a City of Rialto secondary highway (88 feet) since Colton plans to connect Santa Ana Avenue with Pepper Avenue and Meridian Avenue; 5) Re-designate that portion of Aqua Mansa Road in Rialto as special design highway to correspond with the City of Colton's designation. The design and planning for this roadway should be coordinated with the City of Colton since only a portion of this roadway is in Rialto; 6) Provide only one collector designation by eliminating the county collector designation. Although portions of Bohnert and Easton Avenues have been improved to County standards, the circulation requirements do not necessitate maintaining two separate classifications; 7) Designate Maple Avenue north of Highland as a collector; and 8) Designate Mango Avenue as a collector within the City limits.

The completed Master Plan of Streets and Highways is contained in the circulation element of the General Plan.

G. SCHOOLS

Rialto is served primarily by the Rialto Unified School District. There are 14 schools within the community as listed below:

TABLE II- 24
SCHOOLS IN RIALTO

School	Location	Level	Total Stdnts.	Capacity
Bemis	774 E. Etiwanda	Elem.	513	555
Casey	219 N.Eucalyptus	Elem.	708	660
*Dunn	830 N. Lilac	Elem.	794	691
Henry	470 E. Etiwanda	Elem.	604	625
*Kelly	380 S. Meridian	Elem.	702	679
*Morgan	1571 N. Sycamore	Elem.	831	629
Myers	975 N. Meridian	Elem.	580	610
*Preston	1750 N. Willow	Elem.	655	641
*Trapp	2750 W. Riverside	Elem.	863	758
*Boyd	310 N. Merrill	Elem.	705	660
Frisbie	1442 N.Eucalyptus	Jr. High	1,021	1,267
*Kolb	2351 N. Spruce	Jr. High	1,230	1,148
Rialto	324 N. Palm	Jr. High	829	929
*Eisenhower	1321 N. Lilac	High 10-12	2,258	2,234
Milor	266 W. Randall	High/Contin.	163	176

* School at or above capacity

Source: Rialto Unified School District, October, 1983.

The School District is presently operating at over capacity. Schools which are at or above capacity are indicated on Table II-25. An impaction study has been prepared and methods to alleviate the capacity problem are under discussion.

A portion of the City, both north and south of the I-10 Freeway, is within the Colton Unified School District. This area includes the Ruth Grimes Elementary School on Spruce Street. This district is operating under much the same conditions as the Rialto District, and is currently nearing capacity. In addition, a small portion of the city is also served by the Fontana Unified School District.

H. PUBLIC SERVICES

1. Police

The City of Rialto currently (January, 1984) maintains its own Police Department with a total of 77 employees; 54 sworn officers and a reserve strength of 25. In addition, helicopter patrols are provided by the County of San Bernardino with facilities based at the Rialto Municipal Airport. The main police headquarters is located at 128 North Willow Avenue.

The ratio of officers to population in the city is currently 1.37/1,000. This ratio is to be maintained, with the police force increasing in proportion to the population's growth.

Burglary is the major crime problem in the city, with the highest number of incidents reported from the northern portion of the city.

2. Fire

Rialto has a 45-person Fire Department, including 33 firefighters and two paramedic squads. Facilities include three stations housing a total of 17 pieces of equipment.

The Central Valley Fire Protection District (CVFPD) responds to emergencies within a portion of the City, through a joint powered agreement. CVFPD Station No. 6 is located at the San Bernardino Freeway and Magnolia Avenue.

Paramedic services are provided by two private firms with nine certified paramedics. The service is on an item cost basis. The San Bernardino County Sheriff's Helicopter Emergency Medi-Vac Program is stationed at the Rialto Airport .

III. ENVIRONMENTAL IMPACT REPORT

The Environmental Factors section (Section II) has included both the description of existing conditions and the description of impacts expected to occur as a result of implementation of the General Plan. Section III summarizes the most significant of these impacts and provides an index describing where discussions mandated by environmental law are contained. Quantification and amplification of certain specific impact factors is also included in this section.

A. DESCRIPTION OF PROJECT

The General Plan is the proposed project. The Draft General Plan has been published as a separate document and is being circulated for review and comment with the MEA/EIR.

B. DESCRIPTION OF ENVIRONMENTAL SETTING

At the time the General Plan program was initiated, no concise statement of city land use policy, or inventory of background data, was available. Such information was contained in a number of separate, and often unrelated, studies and reports. The principal intent of the planning effort which has resulted in this document has been to update and consolidate this material into a single report. A comprehensive description of the existing environment in Rialto is contained in the Master Environmental Assessment (MEA), of which this EIR is a part. A summary describing present conditions in the city is contained in the Executive Summary at the beginning of the MEA. An aerial photograph of the city is presented as Figure III-1.

C. SIGNIFICANT ENVIRONMENTAL EFFECTS OF THE PROPOSED PROJECT- MITIGATION MEASURES: EFFECTS WHICH CANNOT BE AVOIDED

The significant environmental effects¹ which will occur in Rialto subsequent to the adoption of the new General Plan are the direct and indirect consequences of the city's potential growth from a population of 42,550 in 1983 to a projected 75,000 sometime after 2000. Accompanying this growth would be the anticipated development of 500 acres of commercial and business park uses, 90 acres of office development, and 1,000 acres of industry. This growth, although provided for and accommodated by the General Plan, is not an effect of the General Plan, per se. Should national economic factors become more favorable, pressure for urban development will become intense.

¹The State of California defines a "significant effect" as a substantial adverse effect, on physical conditions (land, air, water, minerals, flora, fauna, ambient noise) and on objectives of historic or aesthetic significance, para. 15040.

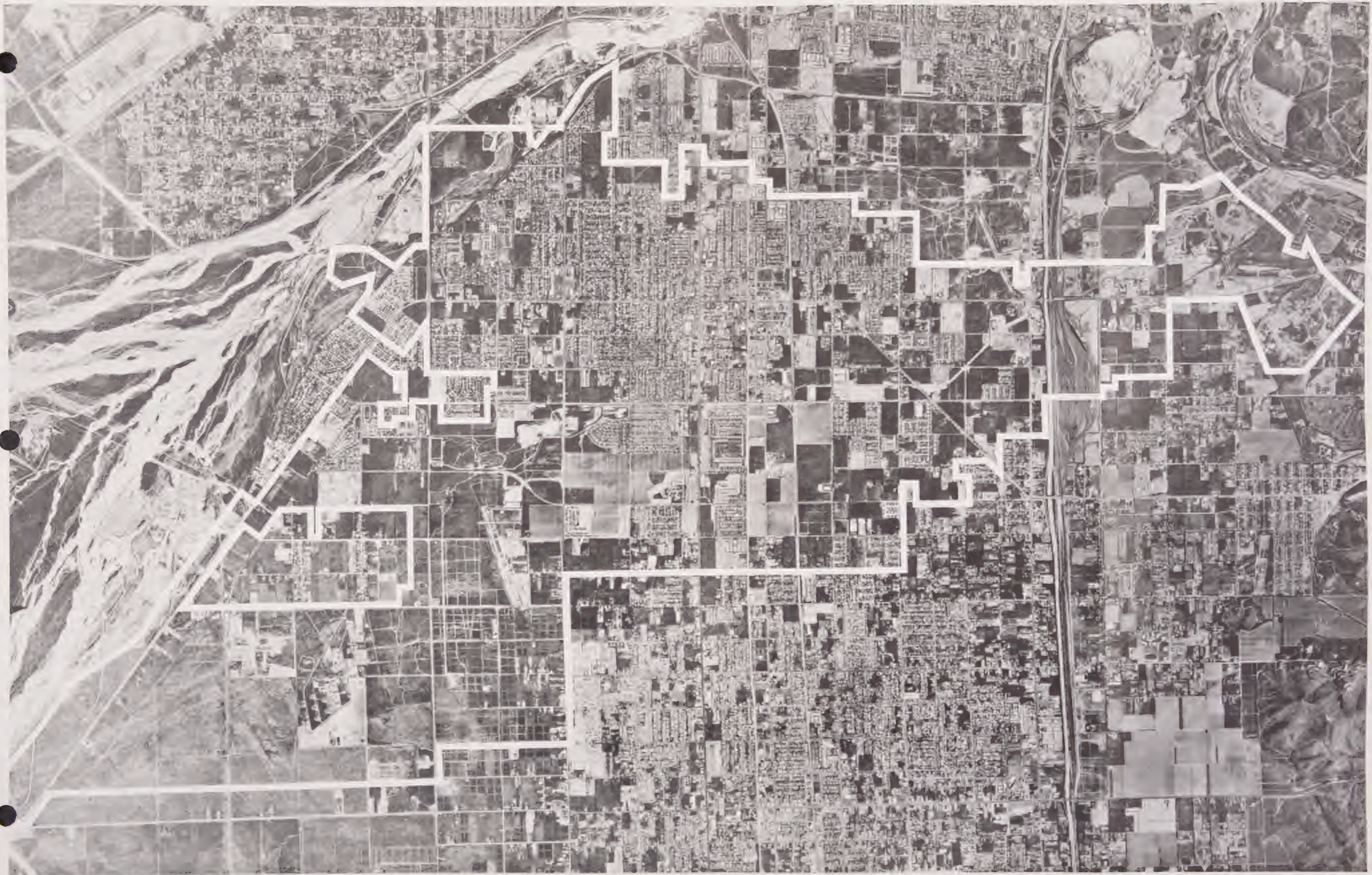


FIGURE III-1
AERIAL PHOTO June, 1983

SOURCE: Aerial Map Industries, Santa Ana, CA, June, 1983

Future large scale development will require Specific Plans and it is anticipated that, in most cases, focused Environmental Impact Reports will have to be prepared on these Specific Plans.

Table III-1 shows the major significant environmental effects of the city's projected growth, including mitigation measures to help reduce negative impact. Some mitigation measures have been included as policies into the General Plan; those indicated as "other" are measures which would be constructive but which have not yet been adopted or approved.

Mitigation measures appear to be available for all significant effects.

Specific areas of environmental concern include potential land use incompatibilities between existing residential areas and potential new commercial and industrial development.

Quantification of impacts on infrastructure systems and circulation are included in the appropriate sections of the MEA.

Future development will result in the need for additional police, fire, and municipal administrative services. The actual magnitude is difficult to predict since it is a function of how quickly development occurs. Careful monitoring by city staff, and consideration of public facility impacts in Specific Plans, should prevent any significant adverse effects on public services.

The possibility of more residential development within the city, assuming a favorable economic climate, has the potential for significantly impacting the Unified School District in the near future.

The possibility of more residential development within the city, assuming a favorable economic climate, has the potential for significantly impacting the Unified School District in the near future.

An impactation study has been prepared and methods to alleviate potential problems are under investigation. Additional information is found in the appropriate section of the MEA.

The City's Capital Improvement Program, see Appendix I, is the principal implementation tool of the General Plan's Infrastructure Element.

TABLE III-1

SUMMARY OF SIGNIFICANT ENVIRONMENTAL IMPACTS
AND MITIGATION MEASURES

MEA SECTION	GENERAL PLAN LAND USE POLICY MAP LOCATION	DESCRIPTION OF IMPACT	MITIGATION MEASURES	
			GENERAL PLAN	OTHER
Plants & Animals II-B-5	Open Space	Native Plant and Animal Species impacted by urban development.	Essentially no significant plant or animal habitat areas occur in Rialto.	
Noise II-A-5	Areas Adjacent to Freeways, Railroads and the Airport.	A few housing units are within the 65 dBA noise impact contour.	Policies limit the amount of residentially designated property within the potential noise impact areas.	Airport Master Plan, noise abatement policies.
Hazards II-A-4, II-A-6	Developed Areas, Industrial Areas.	Potential adverse impacts from toxic substances, hazardous wastes, and natural disasters.	Policies call for city monitoring of businesses and locales which have a potential for introducing toxic substances or hazardous materials into the environment.	City Disaster Preparedness Plan.
Traffic II-F	Community-wide interface between developed areas, Specific Plan areas, and R-PRD areas.	Increase in daily vehicle trips will occur in the event one or more major residential, commercial, or industrial developments are constructed.	Provision for adequate vehicle circulation in Specific Plan submittal. Inclusion of freeway access and circulation studies in Specific Plans.	

TABLE III-1, continued

MEA SECTION	GENERAL PLAN LAND USE POLICY MAP LOCATION	DESCRIPTION OF IMPACT	MITIGATION MEASURES	
			GENERAL PLAN	OTHER
Water System II-E-1	Community-wide, regional.	Potential Population in- creases, as well as addi- tional commercial and in- dustrial development, would increase water de- mand.	Water conservation, both local and regional. Potential for aquifer recharge. Increased coordination with local water purveyors.	Re-examine water needs in light of poten- tial population increases as new development is proposed. Spe- cific Plan review.
Sewerage System II-E-2	Community-wide.	Potential need for addi- tional collection and treatment facilities to accomodate population increase.	Inclusion of sewer system im- provements in City Capital Improvements Program. Policy for integration of General Plan proposals in sewer master planning. Policy of coordina- tion with adjacent agencies.	Examine sewer needs based on Sewer Master Plan recommendations. Specific Plan Re- view process to assess potential population in- creases as new de- velopment is pro- posed.
Storm Drain System II-E-7	Community-wide.	Need for additional storm drainage facilities to ac- comodate potential popu- lation increases.	Inclusion of storm drainage facilities City Capital Improve- ment Program.	Specific Plan Review.
Public Facilities II-O-1 thru 6, II-H	Community-wide.	Need for additional police, fire and city administra- tion, increased number of school children.	In-lieu fees for new schools, encouragement of private recreation facilities, coordina- tion with Police and Fire De- partments.	Specific Plan Review.

D. ALTERNATIVES TO THE PROPOSED ACTION

Development of the draft General Plan entailed a process which included a number of public hearings and study sessions. A fifteen-member Citizens Advisory Committee (GPAC) developed the Plan with the help of a consultant team. The draft Plan resulting from this process was then subject to the requisite Planning Commission and City Council hearing procedures. During the initial development of the Plan, three specific alternatives were defined, as follows:

- #1 Continuation of Present Trends, an estimate of what the city would look like without any alterations in current city policies and under existing development trends;
- #2 Stress Low-Density Single-Family Residences, a view of the city as a "bedroom" community for more intensely developed industrial and commercial areas to the east and west; and
- #3 Stress Industrial Development, a situation where large vacant areas are actively developed with a variety of both light and heavy industrial development.

Illustrations of these alternatives are presented as Figures III-2, III-3, and III-4. A table quantifying their effects is included as Table III-2.

The selection of these alternatives was determined by identification of city growth trends, coupled with a review of past city policies and goals. Much of this information was gained during the preparation of the State of the City Report; and much more during discussions at the GPAC meetings, especially during the Issue Identification phase.

The consideration of the alternatives did not look to full development of the city, i.e., development of all vacant land within the city limits. For the purposes of this plan, the year 2000 was selected as the end date for maximum development under the land use alternatives.

The level of detail used to describe the Land Use Alternatives was purposely fairly general. Enough information was presented to allow for the necessary quantification of environmental, traffic, housing, population, and economic factors. However, the Alternatives were not so detailed as to describe the potential desired use of each individual parcel within the city.

LEGEND

City Boundary

Sphere of Influence Boundary

Major Arterials

Major Arterials (Divided)

Arterials and Highways

Secondary Roads

Proposed Interchange

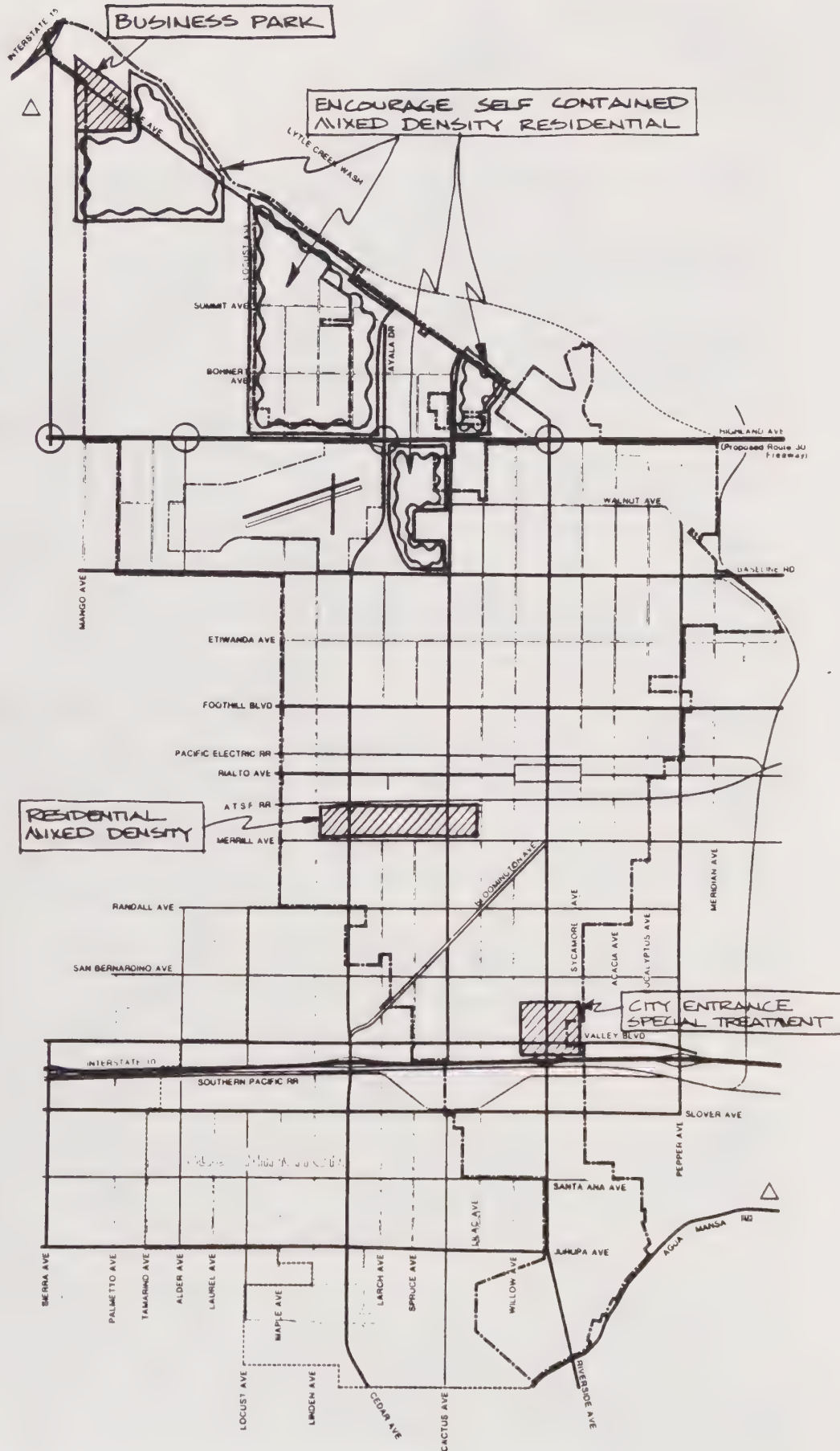


Figure III-3
LAND USE ALTERNATIVE NO. 2
MAXIMIZE RESIDENTIAL

4000 0
SCALE IN FEET
Beland Associates Inc.

RIALTO

LEGEND

City Boundary

Sphere of Influence Boundary

Major Arterials

Major Arterials (Divided)

Arterials and Highways

Secondary Roads

Proposed Interchange

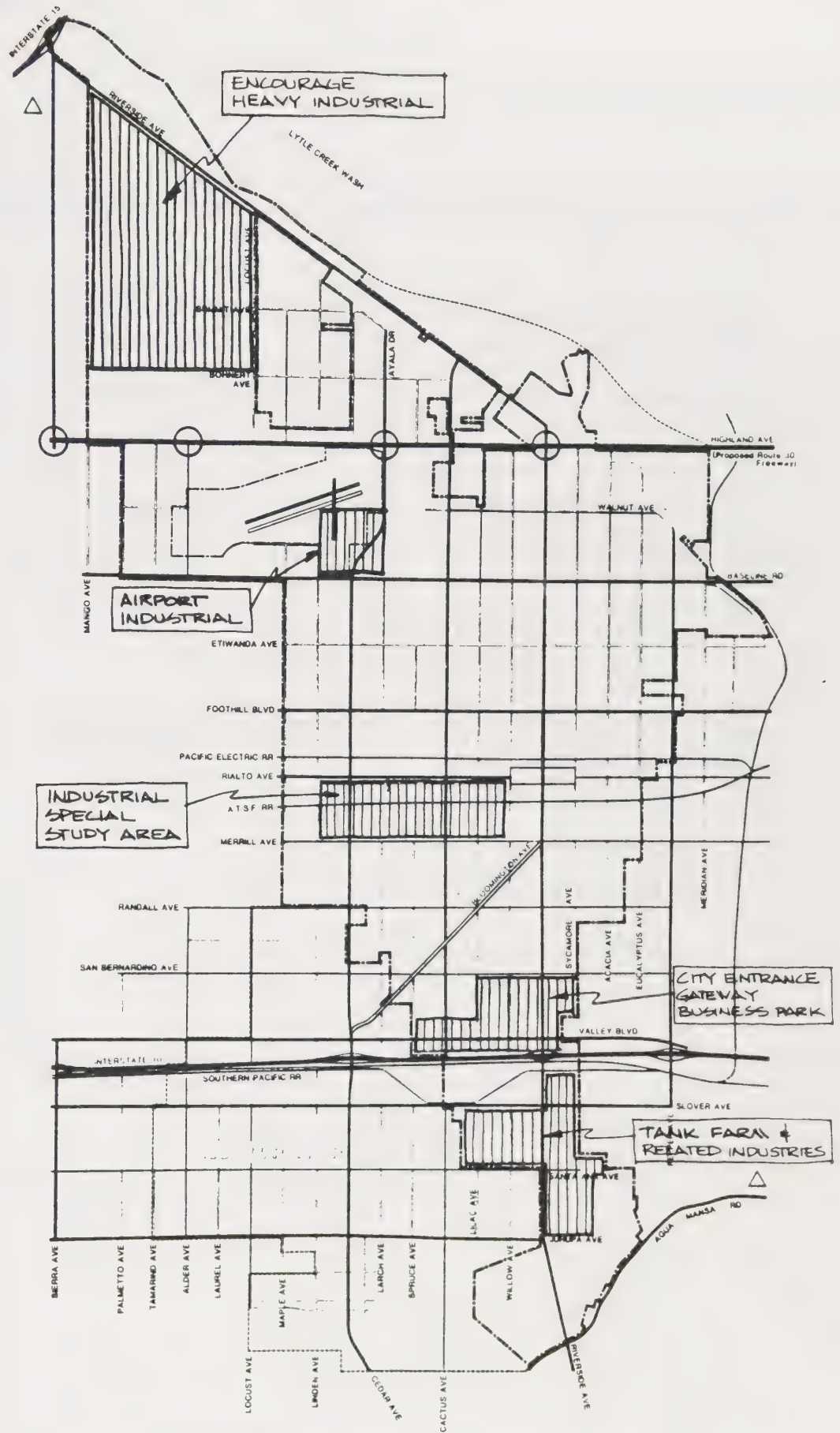
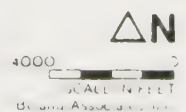


Figure III-4

LAND USE ALTERNATIVE NO. 3
MAXIMIZE INDUSTRIAL



1/3/84

TABLE III-2

RIALTO LAND USE ALTERNATIVES - QUANTIFICATION*
(Potential Development Only, Not Including Existing)

Quantification Factor	Land Use Scenario-Year 2000		
	#1 Status Quo	#2-Maximize Residential	#3-Maximize Industrial
Maximum Additional Population, Year 2000	36,700	58,000	34,300
Maximum Number Housing Units:			
Single-Family	7,060	11,150	6,600
Multi-Family	5,780	9,130	5,400
Acres of Developed Land - Estimated:			
Residential	2,140	3,380	2,000
Commercial	270	400	350
Industrial	750	750	1,000
Public	120	190	110
Vacant Developable	2,080	830	1,900
Cost/Benefit Tradeoffs:			
Costs	\$ 6,350	\$ 9,100	\$ 6,960
Revenues	\$ 6,450	\$ 9,260	\$ 7,340

*Assumption used in the development of Table III-2, found on the following page.

Source: Beland/Associates, Inc.

ASSUMPTIONS USED IN THE DEVELOPMENT OF TABLE 1, RIALTO LAND USE ALTERNATIVES - QUANTIFICATION.

Population, housing unit, and cost/benefit tradeoff projections are all derived from factors applied to the number of acres of potentially developed land. The acreage figures represent our best estimate of the total acres of currently vacant land to be developed by the year 2000 and are divided into five major land use categories; residential, commercial, industrial, public (land needed for additional schools and parks) and the amount of vacant potentially developable land remaining. It is assumed that the overall average density of residential development will be approximately six dwelling units per acre, with 55 percent of the units being single-family detached houses, and 45 percent being multi-family dwellings, including condominiums, apartments, and other attached units (because of their relatively high-density, mobile homes are also included in this category). Population projections are based on an average household size of 2.86 persons per dwelling unit.

The cost/benefit tool provided with this submittal was used to estimate the potential cost/benefit tradeoffs of the various alternatives. These estimates use 1983 dollars, and should be used as a relative guide only.

The final Land Use Plan resulting from this process includes certain aspects of each of the three land use alternatives scenarios. The alternatives were presented as a way of focusing on particular land uses and related factors which eventually became the finished Plan.

Another method used in developing the land use plan (rather than using essentially complete land use alternative plans on a city-wide basis) was to break out specific land use objectives which could effect eventual development. An attempt was made to prepare such a list and show the relationship between given objectives and the three land use scenarios, see Table III-3.

1/3/84

TABLE III-3
LAND USE ALTERNATIVE OBJECTIVES

OBJECTIVE	LAND USE ALTERNATIVE SCENARIOS*		
	#1: Continue Present Trends	#2: Stress Low-Density Single-Family Residences	#3: Stress Industrial Development
1. Increase single-family residences	- Residential buildout under present zoning	+ Expand residential areas in northern portion of city	- No change in residentially designated property
2. Increase mix of single- and multi-family residences	+ Buildout of residentially zoned property; increased number of zone changes for multi-family development	- Attempt to maintain low-density single-family residential development	+ Encourage medium-density residential development on remaining residentially zoned property
3. Provide for "Village" residential development	o Basic concept incorporated into present codes, but not stressed and no major incentives included	+ Encourage self-contained residential development at mixed densities	- No change in residential policy, few remaining large sites for such development
4. Inclusion of Downtown Specific Plan	+ Active implementation of Downtown Specific Plan; General Plan helps provide basic guide for its use	+ Active implementation of Downtown Specific Plan; General Plan helps provide basic guide for its use	+ Active implementation of Downtown Specific Plan; General Plan helps provide basic guide for its use
5. Inclusion of Airport Master Plan	o Limited expansion of airport under present development plans; possible county control of airport	o Limited expansion of airport under present development plans; possible county control of airport	+ Major expansion of airport; joint powers agreement with county

LEGEND:

- + Yes, support active implementation
- No, do not support active implementation
- o Neutral, no specific action or policy stressed

LAND USE ALTERNATIVE OBJECTIVES, Continued

Objective	#1: Continue Present Trends	#2: Stress Low-Density Single-Family Residences	#3: Stress Industrial Development
6. Use of Specific Plan Areas for residential as well as industrial development	o Limited use of Specific Plans under present zoning	+ Expanded Specific Plan guidelines, greater use in residential development; include development incentives	+ Expanded use of Specific Plans; greater use in industrial development; include development incentives
7. Reduction of industrial land use designations	- Retention of status quo	+ Reduction of currently designated industrial property by 50 percent	- Retention of status quo
8. Annexation of county area north of Highland Avenue	o No specific policy for annexation of area	+ Policy to address annexation yearly, with possible annexation in approximately 10 years	o No specific policy for annexation of area
9. Provide for City entry special treatment areas	- No specific policy to improve city entries	+ Specific policy developed/implemented through volunteer and special design district(s)	+ Specific policy developed/implemented through volunteer and special design district(s)
10. Plant additional street trees	- No specific policy	+ Identification of areas for additional street trees with implementation through private involvement	+ Identification of areas for additional street trees with implementation through private involvement

LEGEND:

- + Yes, support active implementation
- No, do not support active implementation
- o Neutral, no specific action or policy stressed

LAND USE ALTERNATIVE OBJECTIVES, Continued

Objective	#1: Continue Present Trends	#2: Stress Low-Density Single-Family Residences	#3: Stress Industrial Development
11. Provide for linear parks using existing ROWs	o No specific Policy	+ Use of buffer zones as defined in General Plan; funded by private development for area between commercial/industrial and residential	o No specific policy
12. Provide for additional schools and parks	o Development of schools and parks as response to additional residential development	+ Designation of specific school/park sites or location "zones" as part of General Plan	o Development of schools and parks as response to residential development
13. Support development of Route 30 Freeway from I-15 to 215	+ Active support of Route 30 Freeway through Rialto	+ Active support of Route 30 Freeway through Rialto	+ Active support of Route 30 Freeway through Rialto
14. Determine commercial development policy outside of downtown area	- No specific development policies for other areas	+ Designation of specific "satellite" commercial areas (in addition those already zoned)	+ Designation of specific "satellite" commercial areas (in addition to those already zoned)

LEGEND:

- + Yes, support active implementation
- No, do not support active implementation
- o Neutral, no specific action or policy stressed

Source: Beland/Associates, Inc.

E. RELATIONSHIP BETWEEN LOCAL SHORT TERM USES OF
MAN'S ENVIRONMENT AND THE MAINTENANCE AND EN-
HANCEMENT OF LONG TERM PRODUCTIVITY

The cumulative, long-term effect of enactment of the General Plan will be the continuation and possible completion of the urbanization progress in Rialto. The General Plan provides an opportunity for future development, both commercial and industrial, together with housing for a wide spectrum of income groups and household sizes, while providing critical environmental safeguards.

F. ANY SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES
WHICH WOULD BE INVOLVED IN THE PROPOSED ACTION
SHOULD IT BE IMPLEMENTED

None.

G. GROWTH INDUCING IMPACT OF THE PROPOSED ACTION

The General Plan does not so much induce growth as it does accomodate and provide the mechanism to control it. Sections II-D-1, 3-6, and II-G describe ongoing land use trends in Rialto. Section II-D-2 describes projected population which will result from development according to the General Plan Land Use Policy Map.

The infrastructure requirements of the increased population, as well as new commercial/industrial development, could lead to indirect growth inducing impacts. These include:

- The need for additional water and sewage collection; treatment facilities;
- Additional public facilities and services; and
- Major circulation system improvements.

These impacts are expected to be covered in environmental documentation to be prepared when specific projects are proposed. Regular updating of the General Plan and Master Environmental Assessment will greatly assist in the early identification of specific environmental concerns and mitigation measures.

H. EFFECTS FOUND NOT TO BE SIGNIFICANT

The State Environmental Checklist was adapted to table form for future use in scoping of Environmental Impact Reports.

Each factor relevant to the city was evaluated for potential significance in each of several basic plan zones. Table III-4 shows this evaluation matrix.

I. COMMENTS AND RESPONSES TO THE DRAFT EIR

All comments received during the EIR review period are on file and may be examined during normal business hours at the Rialto Planning Department, 150 South Palm Avenue, Rialto, California 92376. Telephone: 714/2535.

TABLE III-4

ENVIRONMENTAL FACTORS MATRIX*

ENVIRONMENTAL FACTORS	LAND USE POLICY MAP AREA						
	Open Space	Residential (Vacant)	Commercial (Vacant)	Industrial (Vacant)	Developed Areas	Community Wide	Region Wide
EARTH	Seismic Hazards	-	0	0	0	0	0
	Soil Conditions	X	X	0	0	0	0
	Topography	X	X	0	0	0	0
	Unique Features	-	-	-	-	-	-
	Water Erosion	X	X	-	-	X	X
	Geologic Hazards	X	0	0	-	-	0
AIR	Air Emissions/Quality	-	0	0	0	X	X
	Odors	-	0	-	0	-	-
	Climate	-	-	-	-	-	-
	Surface Flow	X	X	0	0	0	0
WATER	Absorption Rates	0	-	-	-	-	0
	Drainage Patterns	X	0	0	0	0	0
	Flood Water	X	X	-	-	0	0
	Surface Water (Lakes)	-	-	-	-	-	-
	Flow of Ground Water	-	-	-	-	0	0
	Ground Water Quality	-	-	-	-	X	X
	Water Quality	-	-	-	-	-	-

* Environmental Factors which will affect, or be affected by, current land uses or potential land use changes:

X= Major Effect

0= Moderate or Potential Effect

-- Limited or Negligible Effect

TABLE III-4, continued

	ENVIRONMENTAL FACTORS	LAND USE POLICY MAP AREA						
		Open Space	Residential (Vacant)	Commercial (Vacant)	Industrial (Vacant)	Developed Areas	Community Wide	Region Wide
Plants & Animals	Diversity of Species	0	-	-	-	-	-	0
	Unique/Rare Species	-	-	-	-	-	-	0
	New Species	0	-	-	-	-	-	-
	Habitat Areas/Agri.	0	X	-	-	-	0	0
Noise	Noise Level	-	0	-	-	0	-	-
	Exposure to Noise	-	0	-	-	0	0	0
	LIGHT AND GLARE	-	0	0	X	0	X	X
	LAND USE	0	0	X	X	0	X	X
Hazards Resource	Use of Natural Resources	-	-	0	0	0	X	X
	Deplete Resources	-	-	-	-	-	0	0
	Toxic Substances/ Hazardous Waste	-	-	-	0	-	0	0
	Emergency Plans	-	X	X	X	X	X	X
	POPULATION GROWTH	-	X	X	0	0	X	X

* Environmental Factors which will affect, or be affected by, current land uses or potential land use changes:
 X= Major Effect
 0= Moderate or Potential Effect
 -= Limited or Negligible Effect

TABLE III-4, continued

	ENVIRONMENTAL FACTORS	LAND USE POLICY MAP AREA						
		Open Space	Residential (Vacant)	Commercial (Vacant)	Industrial (Vacant)	Developed Areas	Community Wide	Region Wide
Transportation/Housing Circulation	Existing Housing	-	-	0	0	X	X	X
	Housing Factors	-	-	X	X	X	X	X
	Vehicle Movement	-	0	X	0	X	X	0
	Parking	-	-	X	0	0	0	0
	Transportation Systems	-	0	X	X	X	X	X
	Circulation Patterns	-	0	X	X	X	X	0
	Rail Traffic	-	-	0	X	0	0	0
	Air Traffic	-	-	-	-	-	-	-
	Traffic Hazards	-	0	0	0	0	X	X
Public Services	Fire Protection	-	0	X	X	X	X	X
	Police Protection	0	0	0	0	X	X	X
	Schools	-	0	0	-	X	X	X
	Parks/Related Facilities	-	0	0	0	X	X	X
	Public Facilities/Services	-	0	0	0	X	X	X
	Other Gov't. Services	-	0	0	0	0	0	0
Energy	Fuel or Energy	-	-	0	0	0	0	0
	Demand on Energy	-	-	0	0	0	0	0

* Environmental Factors which will affect, or be affected by, current land uses or potential land use changes:
 X= Major Effect
 0= Moderate or Potential Effect
 -= Limited or Negligible Effect

TABLE III-4, continued

	ENVIRONMENTAL FACTORS	LAND USE POLICY MAP AREA						
		Open Space	Residential (Vacant)	Commercial (Vacant)	Industrial (Vacant)	Developed Areas	Community Wide	Region Wide
UTILITIES	Power	-	-	0	0	-	0	0
	Natural Gas	-	-	0	0	-	0	0
	Communication	-	-	0	0	-	0	0
	Water	-	0	0	0	-	X	X
	Sewer	-	0	0	0	-	X	X
	Storm Drain	-	0	0	0	0	0	X
	HUMAN HEALTH	-	0	0	X	X	X	X
	AEATHETICS	X	X	X	0	X	X	X
CULTURAL	Archaeology	0	0	0	0	-	0	0
	Paleontology	-	-	-	-	-	0	0
	Historic	-	-	-	-	-	0	0
	Unique Cultural Values	-	-	-	-	-	-	-

* Environmental Factors which will affect, or be affected by, current land uses or potential land use changes:

X= Major Effect

0= Moderate or Potential Effect

-= Limited or Negligible Effect

J. LOCAL JURISDICTIONS

1. Adjacent Cities

City of Colton
City Hall
650 N. La Cadena Drive
Colton, CA
825-3110

City of Fontana
City Hall
8353 Sierra Avenue
Fontana, CA
350-7600

City of San Bernardino
City Hall
300 North D Street
San Bernardino, CA
383-5211

2. Other Jurisdictions

San Bernardino County Offices:

Agricultural Commissioner- GSA
Weed-Fire Hazard Abatement
777 E. Rialto Avenue
San Bernardino, CA
383-1848

Board of Supervisors
174 W. 5th Street
San Bernardino, CA
383-1949

Building and Safety
1111 E. Mill Street
San Bernardino, CA
383-1511

Community Resources Department-
Human Resources Agency
686 E. Mill Street
San Bernardino, CA
383-3523

County Clerk
351 N. Arrowhead Avenue
San Bernardino, CA
383-1839

Environmental Health Services Department
EPWA
1111 E. Mill Street
San Bernardino, CA
383-1616

Environmental Public Works Agency
825 E. 3d Street
San Bernardino, CA
383-1719

Central Valley Fire Protection District
16980 Arrow Boulevard
Fontana, CA
829-4441

Health Department, Public
351 N. Mountain View Avenue
San Bernardino, CA 383-2941

Hospital- County Medical Center
780 E. Gilbert
San Bernardino, CA
383-3131

Information for all County offices:
383-2311

Planning Office of Land Management Department- EPWA
1111 E. Mill Street
San Bernardino, CA
383-1372

Sheriffs Department
351 N. Arrowhead Avenue
San Bernardino, CA
383-3731

Transportation- Flood Control
825 E. 3d Street
San Bernardino, CA
383-1365

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Recreation and Parkland Element, City of Rialto Planning Department, February, 1979.

Redevelopment Plan for the Rialto Industrial Redevelopment Project, Sub-areas A and B, Redevelopment Agency of the City of Rialto, May 15, 1979.

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Bloomington Community Plan, San Bernardino County Planning Department Streamlining Program, Environmental Public Works Agency, effective October 29, 1980.

Proposed: San Bernardino Community Hospital, Final EIR, City of Rialto, January 1982.

Department of Housing and Community Development, Division of Research and Policy Development, Sacramento, CA, Review of Rialto's Adopted Housing Element, February 17, 1982.

Final EIR on Rialto Municipal Airport Runway 6-24 Extension, City of Rialto, July 1982.

Rialto Central Area Specific Plan Initial Draft, City of Rialto, June 3, 1983.

The General Plan Map, City of Rialto, California.

Noise Element, City of Rialto Planning Department.

Rialto Unified School District, Declaration of Impaction, October, 1983.

APPENDIX A
Seismic Background Data

CALIFORNIA DIVISION OF MINES AND GEOLOGY PROGRAM FOR ZONING POTENTIALLY ACTIVE FAULTS

Requirements of the Act

The Alquist-Priolo Special Studies Zones Act of 1972 (codified as Chapter 7.5, Division 2, of the California Public Resources Code) requires the State Geologist to

1. "Delineate, by December 31, 1973, appropriately wide special studies zones to encompass all potentially and recently active traces of the San Andreas, Calaveras, Hayward, and San Jacinto Faults, and such other faults... that ...constitute a potential hazard to structures from surface faulting or fault creep".

2. Compile maps of special studies zones and submit such maps to affected cities, counties, and state agencies by 31 December 1973, for their review and comment. Following appropriate reviews, the State Geologist must provide "official maps" to the affected cities, counties, and state agencies.

The State Geologist also is required to "continually review new geologic and seismic data" in order to revise the special studies zones or delineate additional zones.

The Act also requires Cities and Counties to exercise specified approval authority with respect to real estate development or structures for human occupancy within the special studies zones. Further it requires specific Policies and Criteria to assist local jurisdictions in administering the Act from the State Mining and Geology Board.

Program for Zoning Potentially Active Faults

As required under the Act, the State Geologist (Chief of the California Division of Mines and Geology) established a program starting early in 1973 to delineate special studies zones to encompass traces of potentially and recently active faults in California and to compile and distribute maps of these zones. A project team, headed by this writer, was established within the Division to develop a program for delineation of the zones.

Initially, 175 maps of special studies zones were compiled for the San Andreas, Calaveras, Hayward, and San Jacinto faults. These zone maps, issued as Preliminary Review Maps, were distributed for review by local and State government agencies on December 31, 1973. Following needed revisions as prescribed by law, Official Maps were issued on July 1, 1974. At that time, the special studies zones became effective and implementation was required by the affected Cities and Counties.

A second set of zone maps was issued subsequently to delineate new and revised zones—Preliminary Review Maps on July 1, 1975, and Official Maps on January 1, 1976. Zones delineated as part of this second issue, are shown on about 81 maps of new zones and 5 maps of revised zones. It is expected that additional Official

Maps of new and revised zones will be issued each year on January 1 following issuance of a Preliminary Review Map on July 1 of the preceding year.

As of January 1, 1976, approximately 256 Official Maps of special studies zones have been issued and presently are in effect. These maps are identified by name on the Index to Maps of Special Studies Zones. The maps delineate zones for those faults identified in figure 1. Approximately 23 Counties and 58 Cities are affected by the existing special studies zones. These Counties and Cities are listed elsewhere in this report.

Faults zoned to date by the State Geologist are identified on figure 1. Additional faults to be zoned in the near future include the Sierra Madre, Cucamonga, Raymond Hill, and Elsinore faults in southern California. There are many other faults in California that are potentially active (Jennings, 1973), and some of these may be zoned if determined to be "sufficiently active and well-defined as to constitute a hazard" (Chapter 2622 of the Act). As in the past, future zoning will be done on a priority basis depending on the availability of both data and funds.

Delineating the Special Studies Zones

Special studies zones are delineated on topographic base maps at a scale of 1:24,000 (1 inch equals 2000 feet). The zone boundaries are straight-line segments defined by turning points. Most of the turning points are intended to coincide with locatable features on the ground (e.g., bench marks, roads, streams), but neither these points nor the zone boundary lines between them have been surveyed in the field to verify their mapped locations.

The intent of the Alquist-Priolo Act is to provide for public safety from the hazard of fault rupture by avoiding, to the extent possible, the construction of structures for human occupancy astride hazardous faults. The faults shown on the special studies zone maps are not precisely located on the maps, nor were they surveyed in the field during this study. Their locations were taken from the best geologic maps and reports available, and plotted according to the best judgment and skill of the California Division of Mines and Geology's staff geologist-compilers. The precise location and identification of hazardous faults within or near a zone of potentially active faults can be determined only through detailed geologic site investigations. Thus, this Act establishes the concept of a special studies zone—an area of limited extent centered on recognized faults—within which the danger of potential fault rupture is presumed to exist until shown otherwise by direct investigation. Potentially active faults other than those depicted on the maps, including branches and spurs of the named faults, may be present within the special studies zones. The zone boundaries delimit

the area believed by the State Geologist to warrant special geologic investigations to confirm the presence or absence of hazardous faults.

Locations of special studies zone boundaries are controlled by the position of the known traces of potentially active faults (defined below). However, the faults shown on the special studies zones maps were not field checked during the compilation of these maps. Because available fault data range widely in quality, and the locations of some faults are known imprecisely, the zone boundaries are positioned at a reasonable distance (about 660 feet, or 1/8 mile) on both sides of the trace of the nearest potentially active fault. However, zone boundaries generally are more or less than 660 feet away from mapped faults because of 1) curved or multiple fault traces, 2) the practical advantage in keeping the number of turning points to a reasonable minimum, and 3) the quality of the data dictates a narrower or wider zone.

Definitions

Fault and Fault Zone

A *fault* is defined as a fracture or zone of closely associated fractures along which rocks on one side have been displaced with respect to those on the other side. Most faults are the result of repeated displacement which may have taken place suddenly and/or by slow creep. A *fault zone* is a zone of related faults which commonly are braided and subparallel, but may be branching and divergent. A fault zone has significant width (with respect to the scale at which the fault is being considered, portrayed, or investigated), ranging from a few feet to several miles.

Fault Trace

A *fault trace* is the line formed by the intersection of a fault and the earth's surface. It is the representation of a fault as depicted on a map, including maps of the special studies zones.

Potentially Active Fault

For the purposes of delineating special studies zones, any fault considered to have been active during Quaternary time (last 2 to 3 million years, figure 2)—on the basis of evidence of surface displacement—is considered by the State Geologist to be *potentially active*. An exception is a Quaternary fault which is determined, from direct evidence, to have become inactive before Holocene time (approximately the last 11,000 years). Such faults are presumed to be essentially inactive and most have been omitted from the maps. Although potentially active faults shown on the maps may have been active during any part of, or throughout, Quaternary time, evidence for their recency of displacement commonly is incompletely preserved or equivocal.¹ In contrast, the State Mining and Geology Board, in their Policies and Criteria (adopted 21 November 1973), defined only those faults which have had surface displacement within Holocene time as "active and hence as constituting a potential hazard."

¹ In those cases where data are available from field and aerial photographic investigations specifically directed at the problem of potential surface faulting, the potentially active faults shown on the special studies zones maps may not be directly relatable to the entire Quaternary Period. For example, the "recently active" fault traces depicted on some U.S. Geological Survey maps are believed to be predominantly of late Quaternary age and may exclude most faults that have become inactive during or prior to early Quaternary time.

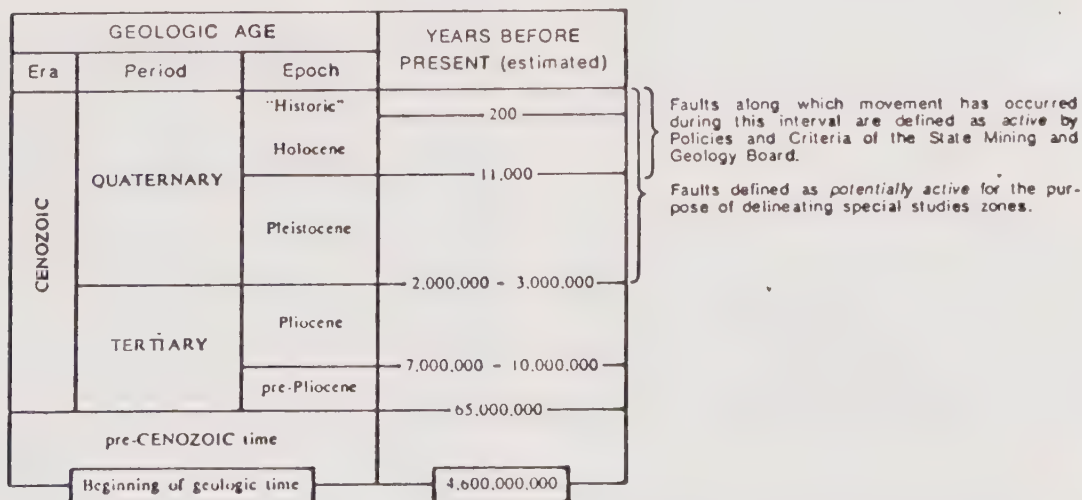


Figure 2. Geologic time scale

Uses and Limitations of Special Studies Zones Maps

The special studies zones are delineated to define those areas within which special studies are required prior to building structures for human occupancy. Traces of potentially active faults are shown on the maps mainly to justify the locations of zone boundaries. These fault traces are plotted as accurately as the sources of data permit; yet the plots are not sufficiently accurate to be used as the bases for set-back requirements, and they should not be so used.

The State Geologist has identified potentially active faults in a broad sense, and the evidence for potential activity of some faults may be only weak or indirect.

The fault information shown on the maps is not sufficient to meet the requirement for special studies. Local governmental units must require the developer to evaluate specific sites within the special studies zones to determine if a potential hazard from any fault, whether

heretofore recognized or not, exists with regard to proposed structures and their occupants.

The surface fault ruptures associated with historic earthquake and creep events are identified where known. However, no degree of relative potential for future surface displacement or degree of hazard is implied for the faults shown. Surface ruptures resulting from the secondary effects of seismic shaking during historic time are omitted from the map and do not serve as a basis for zoning.

Model Ordinance and Code

In order to assist the cities and the counties to implement the Alquist-Priolo Act, a suggested Model Ordinance and Code was written by James E. Slosson, former State Geologist. This publication is available from the Division of Mines and Geology, P.O. Box 2980, Sacramento CA 95812, for 25 cents plus tax.

SUMMARY OF POLICIES AND CRITERIA PURSUANT TO THE ACT

Policies and Criteria, called for in the Alquist-Priolo Act, were initially adopted on November 21, 1973, by the State Mining and Geology Board following a review by all counties and incorporated cities in California. The Policies and Criteria were subsequently expanded and slightly revised July 1, 1974, and June 26, 1975. Future revisions may be anticipated in order to assist the cities and counties in implementing the Act.

Table 2. A summary of policies and criteria adopted by the State Mining and Geology Board. Complete text is in Appendix B.

POLICIES	SPECIFIC CRITERIA
1. Specifies that the Act is not retroactive.	1. No structures for human occupancy are permitted on the trace of an active fault. (Unless proven otherwise, the area within 50 feet of an active fault is presumed to be underlain by an active fault).
2. Suggests methods relating to review of Preliminary Maps prior to issuance of Official Maps.	2. Requires geologic report directed at the problem of potential surface faulting for all projects defined by the Act (Section 2621.6).
3. Policies and criteria apply only to area within the special studies zones.	3. Requires that geologic reports be placed on open file by the State Geologist.
4. Defines <i>active fault</i> (equals potential hazard) as a fault that has had surface displacement during Holocene time (last 11,000 years).	4. Requires cities and counties to review adequacy of geologic reports submitted with requests for development permits.
	5. Permits cities and counties to establish standards more restrictive than the policies and criteria.
	6. Defines (a) "project", (b) structure for human occupancy, and (c) new real estate development.

FIGURE 1

Energies of Earthquakes and Energy Equivalent in Millions of Tons of TNT

ENERGIES OF EARTHQUAKES (MAGNITUDE 1.0-9.0)	
Earthquake Magnitude	Approximate Earthquake Energy
1.0	6 ounces T.N.T.
1.5	2 pounds T.N.T.
2.0	13 pounds T.N.T.
2.5	63 pounds T.N.T.
3.0	397 pounds T.N.T.
3.5	1,990 pounds T.N.T.
4.0	6 tons T.N.T.
4.5	32 tons T.N.T.
5.0	199 tons T.N.T.
5.5	1,000 tons T.N.T.
6.0	6,270 tons T.N.T.
6.5	31,550 tons T.N.T.
7.0	199,000 tons T.N.T.
7.5	1,000,000 tons T.N.T.
8.0	6,270,000 tons T.N.T.
8.5	31,550,000 tons T.N.T.
9.0	199,000,000 tons T.N.T.

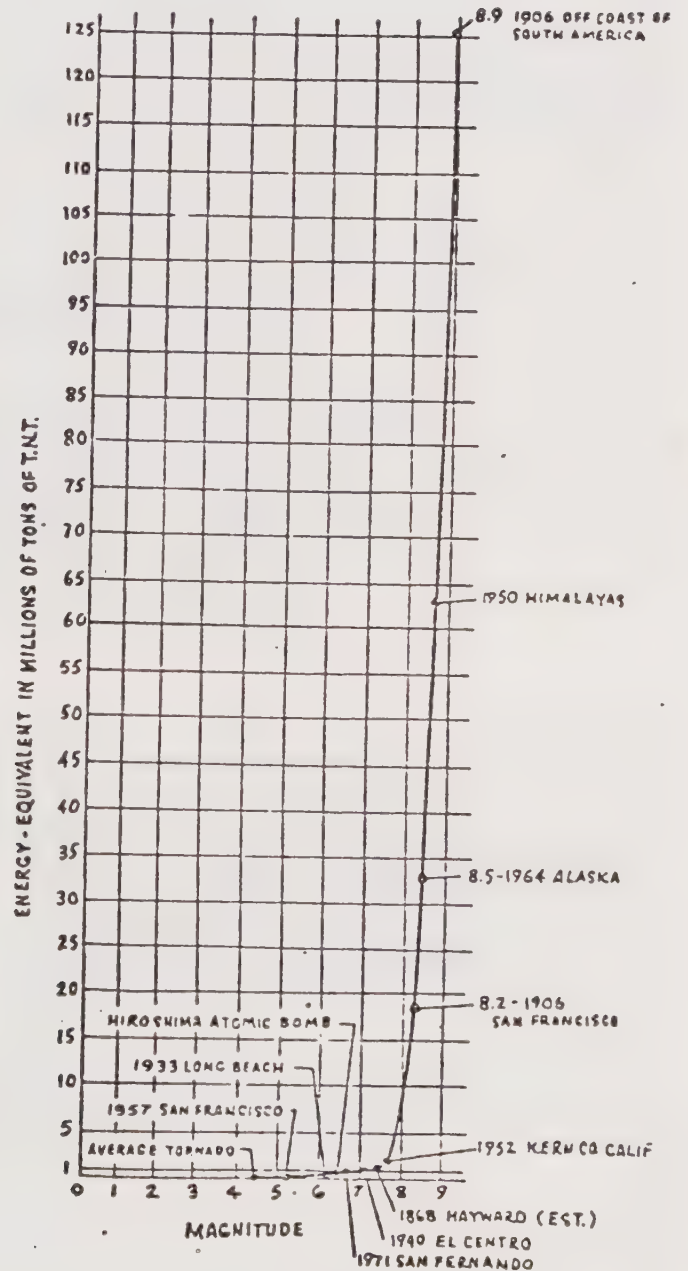


Table 2. Modified Mercalli scale of earthquake intensities.

THE MERCALLI INTENSITY SCALE (As modified by Charles F. Richter in 1956 and rearranged)			
If most of these effects are observed	then the intensity is:	If most of these effects are observed	then the intensity is:
Earthquake shaking not felt. But people may observe marginal effects of large distance earthquakes without identifying these effects as earthquake-caused. Among them: trees, structures, liquids, bodies of water sway slowly, or doors swing slowly.	I	Effect on people: Difficult to stand. Shaking noticed by auto drivers. Other effects: Waves on ponds; water turbid with mud. Small slides and caving in along sand or gravel banks. Large bells ring. Furniture broken. Hanging objects quiver.	VIII
Effect on people: Shaking felt by those at rest, especially if they are indoors, and by those on upper floors.	II	Structural effects: Masonry D* heavily damaged; Masonry C* damaged, partially collapses in some cases; some damage to Masonry B*; none to Masonry A*. Stucco and some masonry walls fall. Chimneys, factory stacks, monuments, towers, elevated tanks twist or fall. Frame houses moved on foundations if not bolted down; loose panel walls thrown out. Decayed piling broken off.	
Effect on people: Felt by most people indoors. Some can estimate duration of shaking. But many may not recognize shaking of building as caused by an earthquake; the shaking is like that caused by the passing of light trucks.	III		
Other effects: Hanging objects swing. Structural effects: Windows or doors rattle. Wooden walls and frames creak.	IV	Effect on people: General fright. People thrown to ground. Other effects: Changes in flow or temperature of springs and wells. Cracks in wet ground and on steep slopes. Steering of autos affected. Branches broken from trees.	IX
Effect on people: Felt by everyone indoors. Many estimate duration of shaking. But they still may not recognize it as caused by an earthquake. The shaking is like that caused by the passing of heavy trucks, though sometimes, instead, people may feel the sensation of a jolt, as if a heavy ball had struck the walls.	V	Structural effects: Masonry D* destroyed; Masonry C* heavily damaged, sometimes with complete collapse; Masonry B* is seriously damaged. General damage to foundations. Frame structures, if not bolted, shifted off foundations. Frames racked. Reservoirs seriously damaged. Underground pipes broken.	
Other effects: Hanging objects swing. Standing autos rock. Crockery clashes, dishes rattle or glasses clink. Structural effects: Doors close, open or swing. Windows rattle.		Effect on people: General Panic. Other effects: Conspicuous cracks in ground. In areas of soft ground, sand is ejected through holes and piles up into a small crater, and, in muddy areas, water fountains are formed.	
Effect on people: Felt by everyone indoors and by most people outdoors. Many now estimate not only the duration of shaking but also its direction and have no doubt as to its cause. Sleepers awakened.	VI	Structural effects: Most masonry and frame structures destroyed along with their foundations. Some well-built wooden structures and bridges destroyed. Serious damage to dams, dikes and embankments. Railroads bent slightly.	X
Other effects: Hanging objects swing. Shutters or pictures move. Pendulum clocks stop, start or change rate. Standing autos rock. Crockery clashes, dishes rattle or glasses clink. Liquids disturbed, some spilled. Small unstable objects displaced or upset.		Effect on people: General panic. Other effects: Large landslides. Water thrown on banks of canals, rivers, lakes, etc. Sand and mud shifted horizontally on beaches and flat land.	
Structural effects: Weak plaster and Masonry D* crack. Windows break. Doors close, open or swing.		Structural effects: General destruction of buildings. Underground pipelines completely out of service. Railroads bent greatly.	
Effect on people: Felt by everyone. Many are frightened and run outdoors. People walk unsteadily.	VII	Effect on people: General panic. Other effects: Same as for Intensity X. Structural effects: Damage nearly total, the ultimate catastrophe.	XI
Other effects: Small church or school bells ring. Pictures thrown off walls, knickknacks and books off shelves. Dishes or glasses broken. Furniture moved or overturned. Trees, bushes shaken visibly, or heard to rustle.		Other effects: Large rock masses displaced. Lines of sight and level distorted. Objects thrown into air.	
Structural effects: Masonry D* damaged; some cracks in Masonry C*. Weak chimneys break at root line. Plaster, loose bricks, stones, tiles, cornices, unbraced parapets and architectural ornaments fall. Concrete irrigation ditches damaged.			
		Masonry A: Good workmanship and mortar, reinforced, designed to resist lateral forces. Masonry B: Good workmanship and mortar, reinforced. Masonry C: Good workmanship and mortar, unreinforced. Masonry D: Poor workmanship and mortar and weak materials like adobe.	XII

APPENDIX B

Air Quality Standards and Pollutant Effects

Table 1

COMPARISONS OF AIR QUALITY STANDARDS AND EMERGENCY CRITERIA

Air Pollutant and Action Required	Air Quality Standards ^a			Emergency Criteria						
	California	National ^b		SCAQMD ^c and California Episode			National Episode			
		Primary	Secondary	Stage 1 Health Advisory	Stage 2 Warning	Stage 3 Emergency	Alert Level	Warning Level	Emergency Action Level	Significant Harm To Health Level
Ozone O ₃	0.10 ppm, 1-hr. avg.	0.12 ppm (240 ug/m ³) 1-hr. avg.	0.12 ppm (240 ug/m ³) 1-hr. avg.	0.20 ppm, 1-hr. avg.	0.35 ppm, 1-hr. avg.	0.50 ppm, 1-hr. avg.			0.50 ppm, 1-hr. avg.	0.80 ppm, 1-hr. avg.
Carbon Monoxide CO	10 ppm, 12-hr. avg.	8 ppm, (10 ug/m ³) 8-hr. avg.	9 ppm, (10 ug/m ³) 6-hr. avg.	20 ppm, 12-hr. avg.	35 ppm, 12-hr. avg.	50 ppm, 12-hr. avg.				50 ppm, 8-hr. avg.
	40 ppm, 1-hr. avg.	35 ppm, (40 ug/m ³) 1-hr. avg.	35 ppm, (40 ug/m ³) 1-hr. avg.	40 ppm, 1-hr. avg.	75 ppm, 1-hr. avg.	100 ppm, 1-hr. avg.	15 ppm, 8-hr. avg.	30 ppm, 8-hr. avg.	40 ppm, 8-hr. avg.	75 ppm, 4-hr. avg. 125 ppm, 1-hr. avg.
Nitrogen Dioxide NO ₂		0.05 ppm, (100 ug/m ³) AAM	0.05 ppm, (100 ug/m ³) AAM	..			0.15 ppm, 24-hr. avg.	0.30 ppm, 24-hr. avg.	0.40 ppm, 24-hr. avg.	0.50 ppm, 24-hr. avg.
	0.25 ppm, 1-hr. avg.						0.60 ppm, 1-hr. avg.	1.2 ppm, 1-hr. avg.	1.8 ppm, 1-hr. avg.	2.0 ppm, 1-hr. avg.
Sulfur Dioxide SO ₂	0.05 ppm,* 24-hr. avg.	0.14 ppm, (385 ug/m ³) 24-hr. avg.	0.50 ppm, (1300 ug/m ³) 3-hr. avg.	0.20 ppm, 24-hr. avg.	0.70 ppm, 24-hr. avg.	0.90 ppm, 24-hr. avg.	0.30 ppm, 24-hr. avg.	0.60 ppm, 24-hr. avg.	0.80 ppm, 24-hr. avg.	1.0 ppm, 24-hr. avg.
	0.50 ppm, 1-hr. avg.	0.03 ppm, (80 ug/m ³) AAM		0.50 ppm, 1-hr. avg.	1.0 ppm, 1-hr. avg.	2.0 ppm, 1-hr. avg.				
Ozone in Combination With Sulfur Dioxide ^d				0.20 ppm, 1-hr. avg.	0.35 ppm, 1-hr. avg.	0.50 ppm, 1-hr. avg.				
Sulfate In Particulate Matter	25 ug/m ³ , 24-hr. avg.			25 ug/m ³ , 24-hr. avg. combined with Ozone, 0.20 ppm, 1-hr. avg.						
Particulate Matter (TSP)	100 ug/m ³ , 24-hr. avg.	260 ug/m ³ 24-hr. avg.	150 ug/m ³ 24-hr. avg.							
	80 ug/m ³ AGM	75 ug/m ³ AGM	60 ug/m ³ AGM				375 ug/m ³ 24-hr. avg.	825 ug/m ³ 24-hr. avg.	875 ug/m ³ 24-hr. avg.	1000 ug/m ³ 24-hr. avg.
Particulate Matter (ug/m ³) x SO ₂ (ppm) x 2620							65,000 24-hr. avg.	261,000 24-hr. avg.	393,000 24-hr. avg.	490,600 24-hr. avg.

* Occurring in combination with a violation of the State Ozone or TSP standards.

** No standard or criteria when blocks are blank.

(Continued)

Table 1 (Continued)

COMPARISONS OF AIR QUALITY STANDARDS AND EMERGENCY CRITERIA

Air Pollutant and Action Required	Air Quality Standards ^{a)}			Emergency Criteria						
	California	National ^{b)}		SCAQMD ^{c)} and California Episode				National Episode		
		Primary	Secondary	Stage 1 Health Advisory	Stage 2 Warning	Stage 3 Emergency	Alert Level	Warning Level	Emergency Action Level	Significant Harm To Health Level
Lead Pb	1.5 ug/m ³ 30-day avg.	1.5 ug/m ³ calendar quarter average								
Hydrocarbons (corrected for methane)		0.24 ppm (180 ug/m ³) 3-hr. avg. 8-9 a.m.	0.24 ppm (180 ug/m ³) 3-hr. avg. 8-9 a.m.							
Hydrogen Sulfide H ₂ S	0.03 ppm, 1-hr. avg.									
Vinyl Chloride (chloroethene)	0.01 ppm 24-hr. avg.									
Ethylene	0.10 ppm 8-hr. avg. 0.50 ppm 1-hr. avg.									
Visibility Reducing Particles	In sufficient concentration to reduce visibility to less than ten miles at relative humidity of less than 70%.									
Actions to be Taken				Voluntary reduction in physical activity and vehicle operation. Open burning banned (not an action at this level after 1976).	Action ranges from voluntary to mandatory.	Mandatory abatement measures. State can take action if local efforts fail.	Open burning prohibited. Requested reduction in vehicle operation. Industrial Curtailment.	Incinerator use prohibited. Required reduction in vehicle operation. Industry curtailed further.	Vehicle use prohibited. Industry shut down or curtailment. Public activities cease.	Same as "Emergency" except most industry shut down.

a) Standards shown in parenthesis are restatements of the preceding standard but expressed on an alternative basis.

b) Concentrations other than annual averages not to be exceeded more than once a year.

c) SCAQMD - South Coast Air Quality Management District.

d) Ozone and sulfur dioxide concentrations both must be greater than 0.10 ppm.

TABLE II
HEALTH EFFECTS OF AIR POLLUTANTS

POLLUTANT	CONCENTRATION/ EXPOSURE TIME	OBSERVED HEALTH EFFECTS AT SPECIFIED CONCENTRATIONS	1980 ANNUAL HIGH CONCENTRATION IN SOCAB	
			CONCENTRATION/ AVERAGING TIME	LOCATION, DATE
Ozone	0.25 ppm/1 hour	Increased frequency of asthma attacks. ^{1,2*}		
	0.30 ppm/1 hour	Cough, chest discomfort and headache in some humans. ³	0.44 ppm/1 hour	Upland, 10/2/80
	0.37 ppm/2 hour	Decline in pulmonary function in healthy humans. ⁴		
	1.0 ppm/continuously	In rats and mice, death occurs with continuous exposure. ⁵		
Carbon Monoxide	15-18 ppm/8 hour	Can cause decreased exercise capacity in patients with angina pectoris. ^{6,7,8}	25.8 ppm/8 hour	Lynwood, 11/29/80
	50 ppm/1 hour	Can cause impairment of time interval estimation and visual function. ⁹	31 ppm/1 hour	Lennox, 11/25/80 Lynwood, 10/24/80
Nitrogen Dioxide	0.10 ppm/few minutes	Sensory responses in humans may be elicited or altered. ¹⁰		
	Daily peak exceeds 0.45 ppm on 10% of days.	Some impairment of pulmonary function and increased incidence of acute respiratory disease may be associated with such concentrations. ¹⁰	0.54 ppm/1 hour	Pico Rivera, 12/23/80
	1.50 ppm/short term	Can cause difficulty in breathing in healthy as well as bronchitic groups. ¹⁰		
Lead	5-10 µg/m ³ /weeks	These atmospheric concentrations may cause blood levels of 10 µg/deciliter, which may impair hemoglobin synthesis. ¹¹	3.44 µg/m ³ monthly average	Lennox, 12/80
	20-40 µg/m ³ /weeks	These atmospheric concentrations may cause blood lead levels of 40 µg/deciliter, which causes a decrease in hemoglobin synthesis. ¹¹		
Sulfur Dioxide/ Total Suspended Particulate (TSP)	0.037 ppm SO ₂ annual average associated with 100 µg/m ³ smoke**	Higher frequencies of acute respiratory symptoms and diminished ventilatory function may be found in children. Lowest concentration reported to have an adverse effect. ¹²	0.011 ppm SO ₂ annual average Combined with 104 µg/m ³ TSP/ annual average	Long Beach

* Superscripts refer to data sources shown in References to Health Effects at the end of text.

** Smoke is a British measure of particulate matter concentration.

APPENDIX C
Energy Conservation Features

APPENDIX

ENERGY CONSERVATION FEATURES

ENERGY CONSERVATION FEATURES FOR NEW CONSTRUCTION AND EXISTING UNITS

A. Energy-efficient equipment

1. Energy-efficient gas ranges with pilotless ignitions,
2. Energy-efficient gas built-in surface units with pilotless ignitions,
3. Energy-efficient gas built-in oven units with pilotless ignitions,
4. Energy-efficient gas water heaters
5. Energy-efficient gas forced air furnaces with pilotless ignitions,
6. Energy-efficient gas wall furnaces with automatic thermostats,
7. Energy-efficient gas clothes dryers with pilotless ignitions (per dwelling unit), and
8. Gas outlets for energy-efficient gas clothes dryers (single family and condominiums).

B. Energy-efficient support measures

1. Gas heating thermostats with setback capability,
2. Clogged-filter indicators for gas heating systems
3. Fireplace dampers with exposed handles,
4. Heat exchangers in fireplace or free-standing solid fuel units,
5. Humidifiers added to gas heating system, and
6. Flue dampers as integral part of forced air unit heating systems.

C. Energy-efficient construction

1. Double glazed windows and doors,
2. Glass area less than 12% of heated space,
3. Foam-filled (or equivalent) insulated exterior doors (per door),
4. Insulation in attic increased to R-22 or R-30,
5. Insulation in walls increased to R-19,
6. Slab perimeter insulation R-7 or greater,
7. Hot water pipe insulation of $\frac{1}{2}$ " or more in unheated areas,
8. R-7 or greater insulation installed under wood floors.

D. Energy-efficient Solar /Gas installations

1. Energy-efficient Solar/Gas water heating,
2. Energy-efficient Solar/Gas space heating,
3. Energy-efficient Solar/Gas pool heating (per rental or condo), and
4. Energy-efficient Solar/Gas pool heating (single dwelling) .

E. Energy-efficient electrical equipment

1. Air economizers in conjunction with cooling system,
2. Dishwashers with power saving drying cycles,
3. Air conditioning (central) or room units with Energy Efficiency Rating of 9 or more,
4. Fluorescent lighting fixtures in kitchen area,
5. Fluorescent lighting fixture in all baths, and
6. Fluorescent lighting fixtures in recreation room.

Source: Southern California Gas Company, 6/81

ENERGY CONSERVATION MEASURES FOR RESIDENTS

A. Heating

1. Keep room temperature at 65° or lower. Turn heating control down at night or when away from home. Install a thermostat with a night setback feature which does this automatically.
2. Draw daperies at night to limit heat loss, open them on sunny days to let the heat in.
3. Close damper when fireplace is not in use.
4. Check the furnace filter monthly, and replace it when dirty. To check filter, hold it to the light; if light does not pass through readily, replace filter. Cleaning is not recommended (unless equipped with a permanent filter).
5. Turn off furnace pilot at end of heating season.
6. Weatherstrip windows and doors,
7. Caulk cracks around windows and doors.

B. Water Heating

1. Take fast showers,
2. Repair leaky faucets,
3. Install water-saving showerheads which restrict water flow,
4. Operate dishwashers only for full loads,
5. Set water heater thermostat below "normal". Turn to "pilot" position when away for extended periods of time (one week or longer),
6. Use cold water for operating food waste disposer and for pre-rinsing dishes.
7. When handwashing dishes, avoid rinsing under continuous hot running water.
8. Insulate water heater with an insulation blanket.

C. Laundry

1. Wash and dry full loads of clothes, or adjust water level for the size of the load..
2. Wash clothes in warm or cold water.
3. Don't over-dry clothes, follow manufacturer's instructions for drying time.

4. Reduce burner flame to simmer after cooking starts.
5. Cook by time and temperature, avoid opening oven door while food is cooking.
6. Use one-place cooking when possible, prepare meals using only the oven, broiler, or top burner.
7. Check to make sure all burners are off when not in use.

Source: Southern California Gas Company, 6/81

APPENDIX D
Generalized Soils Map

LEGEND

City Boundary

Sphere of Influence
Boundary

Major Arterials

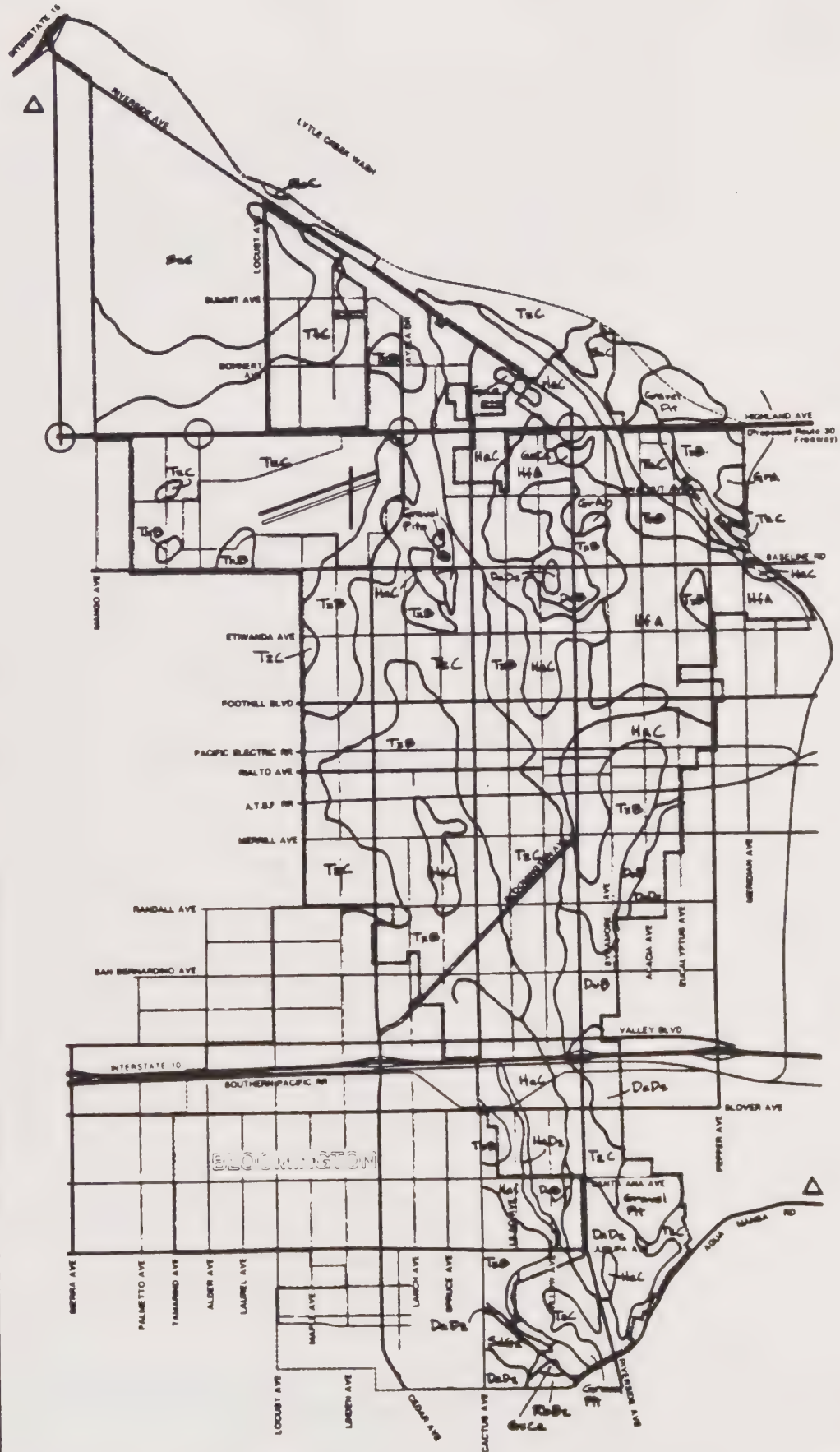
Major Arterials
(Divided)

Arterials and
Highways

Secondary Roads

Proposed
Interchange

DaD1	Dark Fine Sand Humidity
DaD2	Dark Fine Sand
GrA	Grangerite Fine Sandy Loam
GrC2	Grangerite Sandy Loam
HFA	Hardpan Sandy Loam
HaC	Hardpan, Coarse Sandy Loam
HaD2	Hardpan, Coarse Sandy Loam Eroded
LaB2	Lassano Sandy Loam Eroded
LaC	Riverwash
LaC1	Savanna Sandy Loam Eroded
TxC	Savanna Gravelly Loamy Sand
LaC	Savanna Silty Loamy Sand
TxB	Tuolumne Loamy Sand
TxC	Tuolumne Gravelly Loamy Sand



APPENDIX D GENERALIZED SOILS MAP

SOURCE: U. S. Soil Conservation Service, October, 1971; City of Rialto

4000' 

SCALE IN FEET
Beland/Associates Inc

GENERAL
PLAN
UPDATE

RIALTO

APPENDIX E

Historic Sites and Structures/Archaeologic Locales

- A. Rialto Canal - Built in 1887 by the original and former water owner, John C. Adams to Rialto Town.
- B. Bowman Box - Box in which water from the Rialto Canal was divided among various users. Built 1887.
- C. Business Avenue - Named in honor of Frank Schmitt whose home was built in the corner north of Rialto and High Avenue in 1887.
- D. Site of the first school - First schoolhouse built in Rialto 1887.
- E. Site of the Rialto Adobes - Built by Michael White in 1854.
- F. Site of original structure serving water to the residents (the town of Rialto) by J. C. Adams.
- G. Merrill Avenue - Named in honor of Geo. Samuel Merrill, one of the developers of the Semi-Tropic Land and Water Company, who laid out the townships of Rialto.
- H. North Exposition Avenue - Home of Henry Meyer built 1901.
- I. North Tupper Avenue - Home of W. A. Myers - Built 1902.
- J. North Willow Street - Home built by John W. Craig 1904.
- K. North Willow Street - Home built by Frank Slade prior to 1900.
- L. North Vancouver Avenue - Home built by Geo. M. Turner 1902.
- M. North Alameda Street - Home built by C. G. Milligan prior to 1900.
- N. Frontal Blvd. - Home built by John W. McCracken 1908.
- O. North Tupper Avenue - Home built by Grith Equin 1901.
- P. East Merrill Avenue - Home built by George Watts 1901.
- Q. South Salome Avenue - Home built by Herbert I. Van Frank 1909.
- R. First Commercial Church - Built 1880.
- S. Site of First Methodist Church - Built 1880.
- T. Old First Christian Church built 1908 - Now offices and Museum - Rialto Historical Society.
- U. Site and portion of the First Elementary School built in Rialto Township. Built 1889.
- V. Present site of the Rialto Adobes - Built 1854. Stands on corner of Second and Millard Streets.
- W. Site of Rialto Hotel - Built 1880.
- X. Site of Rialto's Santa Fe Depot - Built 1893-94.
- Y. Packing House Row - Packing Houses were built on East and West sides of Riverside Avenue.
- Z. Site of Indian village.
- AA. Site of home of P. A. Rayner - Built early 1870's.
- AB. Site of other building of Semi-Tropic Land and Water Company.
- AC. 208 So. Riverside - Original office building of Little Creek Water and Improvement Company.

DATE STREET

- No. 242 Mrs. Mettola Magall
- No. 224 Mr. and Mrs. C. S. Elwell
- No. 200 Mr. and Mrs. A. M. Wright
- Site I First Methodist Church
- No. 101 So. East Corner - Mr. and Mrs. James Mason
- No. 110 Mr. and Mrs. A. B. Daddick
- No. 114 Mr. and Mrs. James Moffatt
- No. 128 Mrs. Kate Brown
- No. 134 Mr. and Mrs. F. M. Lugo
- No. 138 Mr. and Mrs. David Manuett
- No. 209 So. East Corner - Mr. and Mrs. A. B. Liles

OLIVE STREET

- No. 221 Mr. and Mrs. Joseph Mori
- No. 217 Mr. and Mrs. Henry Mohle
- No. 201 Mr. and Mrs. W. D. Hoover
- No. 144 Mr. and Mrs. Arthur Liles
- No. 146 Mr. and Mrs. Walter Cream
- No. 140 Mr. and Mrs. W. E. Elliott (Orphans)
- No. 108 Mr. and Mrs. Frank Hosen
- No. 106 First Commercial Church - Landmark H
- No. 109 Miss Ella Miles
- No. 122 Mr. and Mrs. J. Orr
- No. 124 Mr. and Mrs. John Cramp
- No. 125 Mr. and Mrs. Ed. Barnard
- No. 127 Mr. and Mrs. Tom Larkins
- No. 107 Mr. and Mrs. Albert Larkins
- No. 212 Mr. and Mrs. Lourenson
- No. 229 Mr. and Mrs. Albert Spomer

RIVERSIDE AVENUE

- No. 215 Mr. and Mrs. Harry Woodham
- No. 227 Mr. and Mrs. Ed. Chase
- No. 229 Mrs. Florence Lockwood
- No. 215 Mr. and Mrs. John Shewalter
- No. 224 Mr. and Mrs. C. N. Johnson
- No. 208 Mr. and Mrs. R. McKinney
- No. 200 Dr. and Mrs. David B. Condon
- No. 202 Mr. and Mrs. Samuel Merrill
- No. 201 Rialto Historical Society - Historical Building I
- No. 108 Mr. and Mrs. J. Fordyce Taylor
- No. 104 Mr. and Mrs. Benjamin C. Jure
- No. 103 Mr. and Mrs. Frank Rice
- No. 100 Mr. and Mrs. Henry Crowder

Business Block

- Site B Office of Semi-Tropic Land and Water Company
- Site M Rialto Hotel
- Site J Site of First office - Little Creek Water and Improvement Co.
- Site N Santa Fe R.R. Depot
- Site O Packing House Row - Both sides of Riverside Ave

ORANGE STREET

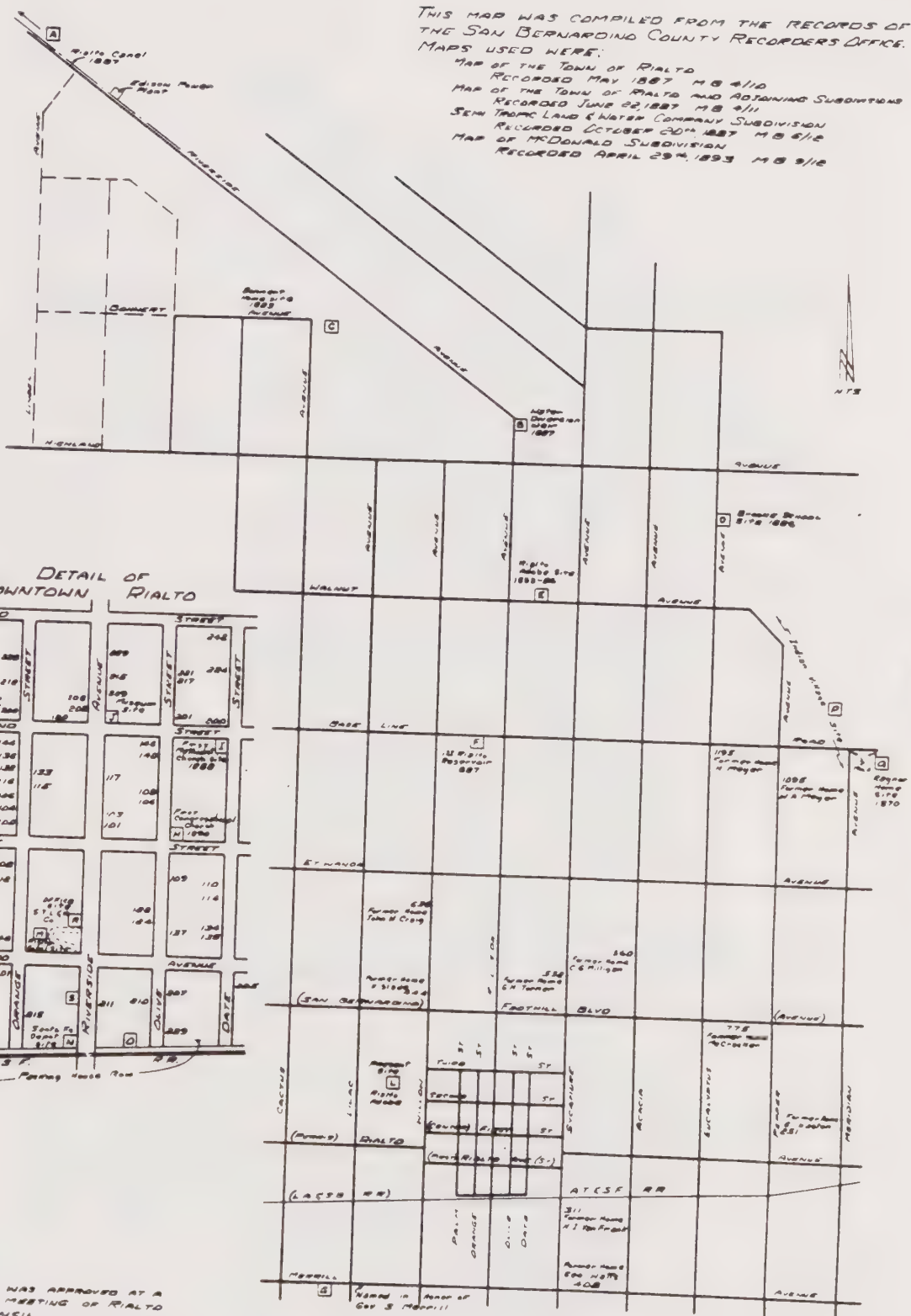
- No. 208 Mr. and Mrs. Huber
- No. 212 Mr. and Mrs. Rale
- No. 200 Mr. and Mrs. Weaver
- No. 120 West 2nd St. - Mr. and Mrs. Chas. E. Phillips
- No. 144 Mr. and Mrs. Cummings
- No. 136 Mr. and Mrs. Lem. Trow
- No. 132 Mr. and Mrs. Will. Woodham
- No. 133 Mr. and Mrs. S. E. Hubbard
- No. 116 Mr. and Mrs. Fred Kingman
- No. 108 Mr. and Mrs. William Tolle
- No. 104 Mrs. Margaret Bond
- No. 102 Mr. and Mrs. Geo. Card
- No. 112 Mr. and Mrs. Lou Reed
- No. 146 Mr. and Mrs. Harry Farmer
- No. 201 Mr. and Mrs. Ed. Kinney
- No. 215 Mr. and Mrs. Albert Randig

PALM STREET

- Site D First Rialto Grammar School
- No. 138 Mrs. Emma Shaw
- No. 103 Mr. and Mrs. Henry Robertson
- No. 109 Mr. and Mrs. Chas. Young
- No. 123 Mr. and Mrs. William Farmer
- No. 127 Mr. and Mrs. C. Loran
- No. 208 Mr. and Mrs. Theodore Berg
- Homes on Linden Avenue not shown on map
- 828 Mr. and Mrs. M. E. Fowler
- 788 Mr. and Mrs. M. McWherry

THIS MAP WAS APPROVED AT A
REGULAR MEETING OF RIALTO
CITY COUNCIL — — — 1934

REVISED COPY OF ORIGINAL
MAP, APPROVED — — — 1934



APPENDIX F
1980 Census Data

 ** K55: AREA PROFILE REPORT
 ** LEVEL A: FOR CITIES AND COUNTIES WITHIN STATE
 ** STATE OF CALIFORNIA
 ** P=PARTIAL RECORD S=SUPPRESSED BY CENSUS BUREAU ?=VALUE NOT PRECISE

 CENSUS DATA AS OF 1 APRIL 80 (PROGRAMMED 16 APRIL 82) **
 SCAG CENSUS DATA CENTER **
 SEE ENCLOSED MEMO FOR IMPORTANT NOTES **

RIALTO CITY		TOTAL POPULATION		37474	0	URBNIZED POP	37474	TOTAL POPULATION	S	TOTAL HOUSING	13862	PERSONS IN UNIT	S
RURAL POP		URBAN POP		37474	S	GO POP	210	IN FAMILY HH	S	SEASONAL	1	OWNER OCCUPIED	S
SEX BY AGE		MALE TOTAL		18196	S	RENTER POP	7704	HOUSEHOLDER	9930	YEAR ROUND	13861	PERSON	1132
UNDER 5		5 - 14		1713	S	ASIAN TOTAL	494	SPOUSE	8205	OWNER HOUSING	10126	2 PERSONS	2730
15 - 17		18 - 24		3496	S	JAPANESE	73	OTHER RELATIVE	15687	OCCUPIED	9338	3 PERSONS	1870
25 - 34		35 - 44		1168	S	CHINESE	30	NONRELATIVE	545	FOR SALE	788	4 PERSONS	1860
45 - 54		55 - 64		2313	S	FILIPINO	179	IN NONFAMILY	2897	RENTER HOUSING	3380	5 PERSONS	1019
65 +		FEMALE TOT		3278	S	KOREAN	50	IN GROUP QUART	210	OCCUPIED	2903	6 OR MORE	727
UNDER 5		5 - 14		2081	S	ASIAN IND	43	RELATED CHILDREN	S	FOR RENT	477	RENTER OCCUPIED	S
15 - 17		18 - 24		1704	S	VIETNAMESE	13	UNDER 5 YEARS	3306	CCCASIONAL USE	13	PERSON	779
25 - 34		35 - 44		1333	S	HAWAIIAN	34	5 TO 17 YEARS	8982	OTHER VACANTS	342	2 PERSONS	830
45 - 54		55 - 64		1105	S	GUAMANIAN	9	POP NO PLUMBING	75	CONDOMINIUM ONLY	252	3 PERSONS	551
65 +		FEMALE TOT		19278	S	SAMOAN	14	POP CVERCROWDED	3599	OWNER OCCUPIED	64	4 PERSONS	386
UNDER 5		5 - 14		1643	S	NATIVE AMERICAN	385	POP BOTH ABOVE	24	VACANT FOR SALE	71	5 PERSONS	193
15 - 17		18 - 24		3448	S	AGE BY RACE	S	TOTAL HOUSEHOLDS	12241	RENTER OCCUPIED	107	6 OR MORE	156
25 - 34		35 - 44		1124	S	NONHISPANIC	S	W/MEMBR UNDER 18	6197	OTHER VACANTS	10	MEAN PERSON/UNIT	3.04
45 - 54		55 - 64		2511	S	WHITE	S	W/MEMBR 65&OVER	1929	HOUSING VALUE	S	MEDIAN PERSON/UT	2.77
65 +		POP MEDIAN AGE		3407	S	UNDER 5	1990	HOUSEHOLD TYPE	S	LESS THAN \$10K	30	MEAN ROOMS/UNIT	5.50
MALE MEDIAN AGE		FEM MEDIAN AGE		26.90	S	5 - 17	5333	ONE PERSON HH	S	\$10K - \$14,999	34	OWNER OCCUPIED	5.86
MARITAL STATUS		MALES 15 & OVER		26.20	S	18 - 64	15429	MALE HEAD	753	\$15K - \$19,999	72	VACANT FOR SALE	6.14
SINGLE		MARRIED		8462	S	65 +	2470	FEMALE HEAD	1158	\$20K - \$24,999	124	RENTER OCCUPIED	4.31
SEPARATED		WIDOWED		225	S	BLACK	4110	TWO OR MORE	S	\$25K - \$29,999	139	VACANT FOR RENT	4.34
DIVORCED		FEM 15 & OVER		14187	S	UNDER 5	392	MARRIED COUPLE	8205	\$30K - \$34,999	215	OTHER VACANTS	5.70
SINGLE		MARRIED		2702	S	5 - 17	1309	MALE, NC SPOUSE	336	\$35K - \$39,999	294	ROOMS/UNIT	S
SEPARATED		WIDOWED		8468	S	18 - 64	2315	FEM, NO SPOUSE	1399	\$40K - \$49,999	1320	1 ROOM	55
DIVORCED		NONHISPANIC		1836	S	65 +	26	NONFAMILY HH	400	\$50K - \$79,999	4712	2 ROOMS	225
WHITE		BLACK		30413	S	HISPANIC	755	HH W/MEMBERS	S	\$80K - \$99,999	750	3 ROOMS	1012
BLACK		ASIAN/AMER		25221	S	UNDER 5	871	65 YEARS & OLDER	S	\$100K - \$149,999	129	4 ROOMS	1934
ASIAN/AMER		OTHER		4110	S	5 - 17	2310	OWNER HOUSING	1584	\$150K - \$199,999	14	5 ROOMS	3547
OTHER		HISPANIC		755	S	18 - 64	3736	RENTER HOUSING	345	\$200K OR MORE	5	6 OR MORE ROOM	7088
HISPANIC		MEXICAN		7056	S	65 +	139	HH W/NONRELATIVE	737	CONTRACT RENT	S	PERSONS PER ROOM	S
PUERTO RICAN		CUBAN		6221	S	RACE BY TENURE	S	TOTAL HOUSING	13862	LESS THAN \$50	S	OWNER OCCUPIED	S
OTHER		HISPANIC		654	S	HOMEOWNERS	S	URBAN HOUSING	13862	\$50 - \$99	72	1.00 OR LESS	8965
		WHITE		S	S	NONHISPANIC	S	URBANIZED HOUSNG	13862	\$100 - \$119	64	1.01 - 1.50	298
		BLACK		S	S	WHITE	6954	MEAN UNIT VALUE	S	\$120 - \$139	98	1.51 OR MORE	75
		OTHER		S	S	BLACK	810	NONCONDOMINIUM	S	\$140 - \$149	54	RENTER OCCUPIED	S
		RENTERS		S	S	OTHER	205	OCCUPIED	\$60,373	\$150 - \$159	194	1.00 OR LESS	2685
		NONHISPANIC		S	S	HISPANIC	1369	FOR SALE ONLY	\$73,473	\$160 - \$169	114	1.01 - 1.50	147
		WHITE		S	S	RENTERS	S	CONDOMINIUM	S	\$170 - \$199	350	1.51 OR MORE	71
		BLACK		S	S	NONHISPANIC	2054	OCCUPIED	\$41,269	\$200 - \$249	550	UNIT NO PLUMBING	S
		OTHER		S	S	WHITE	392	FOR SALE ONLY	\$62,518	\$250 - \$299	458	OWNER OCCUPIED	32
		HISPANIC		S	S	BLACK	81	RENTER OCCUPIED	\$248	\$300 - \$399	656	RENTER OCCUPIED	20
				S	S	OTHER	375	VACANT FOR RENT	\$271	\$400 - \$499	126	OVERCROWDED W/NO	S
				S	S		S		S	\$500 OR MORE	21	PRIVATE PLUMBING	S
				S	S		S		S	NO CASH RENT	47	OWNER	S
				S	S		S		S	MEDIAN RENT	\$238	RENTER	S
				S	S		S		S	FOR RENT FOR 2M	244	BOARDED UP	15
				S	S		S		S	FOR SALE FOR 6M	160		S

 ** KODI EMPLOYMENT AND INCOME CHARACTERISTICS #1 CENSUS DATA AS OF 1 APRIL 80**
 ** LEVEL 0: FOR PLACES AND COUNTIES WITHIN STATE SCAG CENSUS DATA CENTER **
 ** SCAG REGION **
 ** PARTIAL RECORD S=SUPPRESSED BY CENSUS BUREAU ?=VALUE NOT PRECISE SEE ENCLOSED MEMO FOR IMPORTANT NOTES **

INDUSTRY	TOT POPULATION	TOT EMPLOYMENT	TOTAL HOUSEHOLDS	TOTAL FAMILIES	RACE/FAM INCOME	RACE & SEX BY LABOR FORCE
INDUSTRY	37474	15946	12115	5835	RACE/FAM INCOME	RACE & SEX BY LABOR FORCE
AGRICULTURE					**WHITE FAMILIES	:WHITE VS NON
CONSTRUCTION					LESS THAN \$5000	**WHITE MALES**
MANUFACTURES:					\$5000- \$7499	ARMED FORCES
NONDURABLE					\$7500- \$9999	CIV EMPLOYED
DURABLE					\$10000- \$14999	CIV UNEMPLOYED
TRANSPORTATION					\$15000- \$19999	NONLABOR FORCE
COMMUNICATION					\$20000- \$24999	**WHITE FEMALES*
WHOLESALE TRADE					\$25000- \$34999	ARMED FORCES
RETAIL TRADE					\$35000- \$49999	CIV EMPLOYED
FINANCE					\$50000 OR MORE	CIV UNEMPLOYED
BUSINESS/REPAIR					**BLACK FAMILIES	NONLABOR FORCE
PERSONAL					LESS THAN \$5000	**NONWHITE MALES
PROFESSIONAL					\$5000- \$7499	ARMED FORCES
HEALTH					\$7500- \$9999	CIV EMPLOYED
EDUCATION					\$10000- \$14999	CIV UNEMPLOYED
OTHER					\$15000- \$19999	NONLABOR FORCE
PUBLIC ADMIN.					\$20000- \$24999	**NONWHITE FEM**
OCCUPATION					\$25000- \$34999	ARMED FORCES
MANAGERIAL					\$35000- \$49999	CIV EMPLOYED
ADMINISTRATIVE					\$50000 OR MORE	CIV UNEMPLOYED
SPECIALTY					**AMER IND FAM**	NONLABOR FORCE
TECHNICAL/SALES					LESS THAN \$5000	HISPANIC ETHNIC
TECHNICIANS					\$5000- \$7499	& SEX BY LABOR
SALES					\$7500- \$9999	FORCE STATUS
CLERICAL					\$10000- \$14999	:HISPANIC VS NON
SERVICE					\$15000- \$19999	NONHISPANIC MALE
PRIVATE HOUSE					\$20000- \$24999	ARMED FORCES
PROTECTION					\$25000- \$34999	CIV EMPLOYED
OTHER SERVICE					\$35000- \$49999	CIV UNEMPLOYED
FARMING/FORESTRY					\$50000 OR MORE	NONLABOR FORCE
CRAFT/REPAIR					**ASIAN FAMILIES	NONHISPANIC FEM
OPERATOR/LABORER					LESS THAN \$5000	ARMED FORCES
ASSEMBLIES					\$5000- \$7499	CIV EMPLOYED
TRANSPORTATION					\$7500- \$9999	CIV UNEMPLOYED
LABORERS					\$10000- \$14999	NONLABOR FORCE
OCCUPATION CLASS					\$15000- \$19999	HISPANIC MALES
PRIVATE WAGE					\$20000- \$24999	ARMED FORCES
FEDERAL EMPLOYEE					\$25000- \$34999	CIV EMPLOYED
STATE EMPLOYEE					\$35000- \$49999	CIV UNEMPLOYED
LOCAL GOVERN					\$50000 OR MORE	NONLABOR FORCE
SELF-EMPLOYED					MEDIAN INCOME	HISPANIC FEM
UNPAID FAMILY					MEAN INCOME	ARMED FORCES

 ** 2000 HOUSING CHARACTERISTICS
 ** LEVEL 3: FOR PLACES AND COUNTIES WITHIN STATE
 ** SCAG REGION
 ** 2-PARTIAL RECORD 3=SUPPRESSED BY CENSUS BUREAU ?=VALUE NOT PRECISE

 CENSUS DATA AS OF 1 APRIL 80**
 SCAG CENSUS DATA CENTER **
 SEE ENCLOSED MEMO FOR IMPORTANT NOTES **

UNIT/STRUCTURE	TENURE/OCCUPANCY	TENURE/BEDROOMS
TOTAL HOUSING 13862	BY YR UNIT BUILT	**TOT YR-ROUND**
URBANIZED HOUSING 13862	**TOT YR-ROUND**	NCNE 47
RURAL HOUSING 0	1979-4/1980 2011	1 11.5
URBAN HOUSING 13862	1975-1978 1433	2 33.0
TOTAL HOUSING 13862	1970-1974 1614	3 6.3
SEASONAL HOUSING 0	1960-1969 2562	4 2622
YE-ROUND HOUSING 13862	1950-1959 4175	5 OR MORE 125
RENTAL HOUSING 3385	1940-1949 583	*RENTER OCCUPIED
OCCUPIED 2603	1939 OR BEFORE 484	NONE 14
FOR RENT 432	*RENTER OCCUPIED	1 744
OWNER HOUSING 10126	1979-4/1980 223	2 1166
OCCUPIED 9233	1975-1978 265	3 860
FOR SALE 738	1970-1974 257	4 119
OTHER VACANT 351	1960-1969 999	5 OR MORE 0
OCCASIONAL USE 35	1950-1959 684	*OWNER OCCUPIED*
OTHER VACANTS 322	1940-1949 201	NONE 21
MEAN RM/STRUCTURE 0	1939 OR BEFORE 174	1 348
HEATING EQUIPMENT	*OWNER OCCUPIED*	2 1729
STEAM/HOT WATER 56	1979-4/1980 878	3 5022
CENTRAL W/AIR 3713	1975-1978 1022	4 2107
ELECTRIC W/PUM 96	1970-1974 1151	5 OR MORE 111
OTHER ELECTRIC 470	1960-1969 2383	TENURE/BATHROOM
PIPELESS FURNAC 3007	1950-1959 3305	**TOT YR-ROUND**
RM HEAT/FUE 1334	1940-1949 353	NO BATH/HALF 65
RM HEAT/NOFLU 53	1939 OR BEFORE 246	COMPLETE BATH 4367
FIREPLACE 81	TENURE/YEAR MOVE	1 BATH + HALF 2693
NONE 22	INTO UNIT	2 OR MORE BATH 6737
HOUSING UNITS	**TOT OCCUPIED**	*RENTER OCCUPIED
W/CENTRAL HEAT	1979-4/1980 3607	NO BATH/HALF 45
BUILT PRE-1940	1975-1978 3478	COMPLETE BATH 1901
<1.01 PER/RM 253	1970-1974 1956	1 BATH + HALF 404
1.01 OR MORE 12	1960-1969 1979	2 OR MORE BATH 553
BUILT POST-1940	1950-1959 1092	*OWNER OCCUPIED*
<1.01 PER/RM 10114	1949 OR BEFORE 128	NO BATH/HALF 16
1.01 OR MORE 412	*RENTER OCCUPIED	COMPLETE BATH 2022
HOUSING UNITS	1979-4/1980 1711	1 BATH + HALF 1995
W/NO CENTRAL HEAT	1975-1978 832	2 OR MORE BATH 5305
BUILT PRE-1940	1970-1974 221	TENURE/TELEPHONE
<1.01 PER/RM 142	1960-1969 117	**TOT OCCUPIED**
1.01 OR MORE 7	1950-1959 15	WITH TELEPHONE 11691
HOUSING UNITS BY	1949 OR BEFORE 7	W/OUT TELEPHCN 550
BUILT POST-1940	*OWNER OCCUPIED*	*RENTER OCCUPIED
<1.01 PER/RM 1181	1979-4/1980 1896	WITH TELEPHONE 2481
1.01 OR MORE 108	1975-1978 2646	W/OUT TELEPHCN 422
STORIES/STRUCTUP	1970-1974 1735	*OWNER OCCUPIED*
1 - 3 STORIES 13862	1960-1969 1862	WITH TELEPHONE 9210
4 - 6 STORIES 0	1950-1959 1078	WITHOUT TELEPHCN 128
7 - 12 STORIES 0	1949 OR BEFORE 121	
13 OR MORE 0		
ELEVATOR IN FOUR		
STORIES BUILDING		
WITH ELEVATOR		
W/OUT ELEVATOR		

 ** R303 HOUSEHOLD, FAMILY CHARACTERISTICS- TYPE, POVERTY, LANGUAGE CENSUS DATA AS OF 1 APRIL 80**
 ** LEVEL 8: FOR PLACES AND COUNTIES WITHIN STATE SCAG CENSUS DATA CENTER **
 ** SCAG REGION *****
 ** P=PARTIAL RECORD S=SUPPRESSED BY CENSUS BUREAU ?=VALUE NOT PRECISE SEE ENCLOSED MEMO FOR IMPORTANT NOTES **

TOTAL POPULATION		BLACK FAMILY HH		POPULATION BY LANGUAGE SPOKEN		HOUSEHOLDS WITH FEMALE HEAD:		NONFAMILY HH	
TOT POPULATION	37474	MARRIED COUPLE		AT HOME BY AGE		ABOVE POVERTY		W/INCOME BELOW	
TOTAL HOUSEHOLDS	12115	W/CHILDREN	510	5 TO 17 YEARS		WITH CHILD		POVERTY LEVEL	
PERSONS IN HH		WITHOUT	242	ENGLISH ONLY	8192	UNDER 6 YRS	113	HEAD 15-64 YR	217
ONE	1507	MALE NO SPOUSE		SPANISH SPOKEN		BETWEEN 6-17	573	HEAD OVER 64	82
TWO	3491	W/CHILDREN	46	SPEAK ENGLIS	720	W/BOTH AGES	53	W/INCOME BETWEEN	
THREE	2369	WITHOUT	7	NOT SPOKEN	114	WITHOUT CHILD	222	100-124% POVERTY	
FOUR	2216	FEMLE NO SPOUSE		OTHER LANGUAGE		*BELOW POVERTY		HEAD 15-64 YRS	77
FIVE	1212	W/CHILDREN	199	SPEAK ENGLIS	94	WITH CHILDREN		HEAD OVER 64	82
SIX OR MORE	920	WITHOUT	31	NOT SPOKEN	14	UNDER 6 YRS	79	W/INCOME OVER	
		BLACK NONFAM HH	217	18 YRS AND OLDER		BETWEEN 6-17	180	125% OF POVERTY	
POP BY HH TYPE		AMER IND FAM HH		ENGLISH ONLY	21359	W/ BOTH AGES	75	HEAD 15-64 YRS	1363
RELATIONSHIP		MARRIED COUPLE		SPANISH SPOKEN		WITHOUT CHILD	29	HEAD OVER 64	459
IN FAMILY HH		W/CHILDREN	29	SPEAK ENGLIS	2409			UNRELATED	
HOUSEHOLDER	9835	WITHOUT	35	NOT SPOKEN	395	FAMILIES WITH		INDIVIDUALS	
SPOUSE	8280	MALE NO SPOUSE		OTHER LANGUAGE		RELATED CHILDREN		ABOVE POVERTY	
OTHER RELATIVE	15691	W/CHILDREN	0	SPEAK ENGLIS	816	*ABOVE POVERTY		15-64 YEARS	1999
NONRELATIVES	646	WITHOUT	8	NOT SPOKEN	33	W/CHILD <6 YRS	1142	OVER 64 YRS	577
IN NONFAMILY HH		FEMLE NO SPOUSE		PLACE OF BIRTH		W/CHILD 6-17	3472	BELOW POVERTY	
MALE HEAD	922	W/CHILDREN	0	NATIVE BORN		W/BOTH AGES	881	15-64 YEARS	605
FEMALE HEAD	1358	WITHOUT	0	RESIDENT STATE	19503	*BELOW POVERTY		OVER 64 YRS	82
NONRELATIVES	542	W/CHILDREN	0	OTHER STATE	15450	W/CHILD <6 YRS	123	POP IN FAMILIES	
IN GROUP QUARTER		WITHOUT	0	BORN ABROAD	296	W/CHILD 6-17	298	EXCLUDING HEAD	
INMATE	182	A IND NONFAM HH	7	FOREIGN BORN	2225	W/ BOTH AGES	152	ABOVE POVERTY	
OTHER	18	ASIAN FAMILY HH						R/CHILD UNDER 5	2881
TOTAL FAMILY HH		MARRIED COUPLE		POP ABOVE POVERT		FAMILIES WITH		R/CHILD 5 YRS	530
MARRIED COUPLE		W/CHILDREN	74	UNDER 55 YEARS	29007	INCOME OVER 100%		R/CHILD 6-17	7478
W/CHILDREN	4630	WITHOUT	6	55 - 59	1444	OF POVERTY LEVEL		OTHER MEMBER	11324
WITHOUT	3592	MALE NO SPOUSE	0	60 - 64	1059	HEAD 15-64 YR	8137	BELOW POVERTY	
MALE NO SPOUSE		W/CHILDREN	0	OVER 65 YEARS	2423	HEAD OVER 65	1007	R/CHILD UNDER 5	388
W/CHILDREN	179	WITHOUT	0	POP BELOW POVERT				R/CHILD 5 YRS	58
WITHOUT	110	FEMLE NO SPOUSE		UNDER 55 YEARS	2745	TOTAL POPULATION		R/CHILD 6-17	808
FEMLE NO SPOUSE		W/CHILDREN	0	55 - 59	165	ABOVE POVERTY	33933	OTHER MEMBER	504
W/CHILDREN	978	WITHOUT	0	60 - 64	85	BELOW POVERTY	3136		
WITHOUT	346	ASIA NONFAM HH	28	OVER 65 YEARS	141	TOTAL WHITE POP		TOTAL FAMILIES	
TOT NONFAMILY HH	2280	HISPANIC FAM HH				ABOVE POVERTY	26815	W/INCOME < 75%	
		MARRIED COUPLE		TOTAL HOUSEHOLDS		BELOW POVERTY	2387	OF POVERTY LEVEL	1615
WHITE FAMILY HH		W/CHILDREN	1031	*ABOVE POVERTY		TOTAL BLACK POP		W/INCOME 75-124%	
MARRIED COUPLE		WITHOUT	281	WITH CHILD		ABOVE POVERTY	3651	OF POVERTY LEVEL	2980
W/CHILDREN	3529	MALE NO SPOUSE		UNDER 6 YRS	1355	BELOW POVERTY	480	W/INCOM 125-149%	
WITHOUT	3216	W/CHILDREN	37	BETWEEN 6-17	3158	TOT AMER IND POP		OF POVERTY LEVEL	1292
MALE NO SPOUSE		WITHOUT	5	BOTH AGES	982	ABOVE POVERTY	345	W/INCOM 150-199%	
W/CHILDREN	122	FEMLE NO SPOUSE		WITHOUT CHILD	3649	BELOW POVERTY	22	OF POVERTY LEVEL	3181
WITHOUT	95	W/CHILDREN	142	*BELOW POVERTY		TOTAL ASIAN POP		W/INCOME 200% +	28001
FEMLE NO SPOUSE		WITHOUT	27	WITH CHILD		ABOVE POVERTY	538		
W/CHILDREN	710	HISPAN NONFAM HH	134	UNDER 6 YRS	144	BELOW POVERTY	0		
WITHOUT	298	FAMILY W/CHILDR		BETWEEN 6-17	254	TOTAL HISPANIC			
WHITE NONFAM HH	1987	MARRIED COUPLE	9407	BOTH AGES	175	ABOVE POVERTY	6411		
		MALE/NO SPOUSE	300	WITHOUT CHILD	118	BELOW POVERTY	621		
		FEMALE/NO SPOUS	1662						

 ** 2005 AGE, SEX, RACE, ETHNIC COMPOSITION OF THE POPULATION CENSUS DATA AS OF 1 APRIL 2005
 ** LEVEL B: FOR PLACES AND COUNTIES WITHIN STATE SCAG CENSUS DATA CENTER **
 ** SCAG REGION **
 ** P=PARTIAL RECORD S=SUPPRESSED BY CENSUS BUREAU ?=VALUE NOT PRECISE SEE ENCLOSED MEMO FOR IMPORTANT NOTES **

TOTAL POPULATION			TOTAL MALES			TOTAL FEMALES			FEMALE AGE & MARITAL STATUS			AMER IND POP**			HISPANIC PCP		
TOT POPULATION	37474	**TOTAL	18256	FEMALE AGE &	2284	**AMER IND POP**	10	HISPANIC PCP	865								
URBANIZED POP	37474	UNDER 1 YEAR	434	MARITAL STATUS	1343	UNDER 5 YRS	109	UNDER 5 YRS	1820								
RURAL POPULATION	0	1-2 YEARS	760	15 TO 24 YEARS	0.42	5-14 YRS	239	5-14 YRS	4168								
URBAN POP	37474	3-4 YEARS	556	SINGLE	248	15-59 YRS	28	15-59 YRS	84								
		5 YEARS	252	EVER MARRIED	3205	60-64 YRS	0	60-64 YRS	133								
RACE/POPULATION		6 YEARS	315	CHILD/FEMALE	1.81	65 YRS & OLDER	10	65 YRS & OLDER	444								
WHITE	25510	7-9 YEARS	1095	25 TO 34 YEARS	2159	**AMER IND MALES*	45	**HISPANIC MALES	889								
BLACK	4184	10-13 YEARS	1525	SINGLE	2.80	UNDER 5 YRS	86	UNDER 5 YRS	2076								
AMERICAN INDIAN	386	14 YEARS	318	EVER MARRIED	60	5-14 YRS	21	5-14 YRS	14								
AMERICAN INDIAN	0	15 YEARS	391	CHILD/FEMALE	2159	15-59 YRS	0	15-59 YRS	67								
ESKIMO	0	16 YEARS	402	35 TO 44 YEARS	2.80	60-64 YRS	64	60-64 YRS	421								
ALCUT	0	17 YEARS	361	SINGLE	2612	65 YRS & OLDER	153	65 YRS & OLDER	931								
ASIAN & PACIFIC		18 YEARS	355	EVER MARRIED	18405	UNDER 5 YRS	7	UNDER 5 YRS	2092								
JAPANESE	102	19 YEARS	392	CHILD/FEMALE	2548	5-14 YRS	0	5-14 YRS	70								
CHINESE	63	20 YEARS	260	WHITE POPULATION		15-59 YRS	0	15-59 YRS	66								
PHILIPPINE	166	21 YEARS	277	UNDER 5 YRS	1366	60-64 YRS	383	60-64 YRS	147								
KOREAN	104	22-24 YEARS	1039	5-14 YRS	2477	65 YRS & OLDER	0	65 YRS & OLDER	2979								
ASIAN INDIAN	33	25-29 YEARS	1673	15-59 YRS	9021	UNDER 5 YRS	20	UNDER 5 YRS	303								
VIETNAMESE	0	30-34 YEARS	1611	60-64 YRS	504	5-14 YRS	58	5-14 YRS	1071								
HAWAIIAN	32	35-44 YEARS	2089	65 YRS & OLDER	1050	15-59 YRS	94	15-59 YRS	66								
JOANIAN	0	45-54 YEARS	1708	**WHITE MALES***		60-64 YRS	0	60-64 YRS	106								
SAMCAN	0	55-59 YEARS	771	UNDER 5 YRS	1246	65 YRS & OLDER	0	65 YRS & OLDER	1239								
OTHER ASIAN	38	60-61 YEARS	234	5-14 YRS	2400	UNDER 5 YRS	0	UNDER 5 YRS	483								
OTHER		62-64 YEARS	318	15-59 YRS	564	5-14 YRS	20	5-14 YRS	90								
SPANISH	2590	65-74 YEARS	735	60-64 YRS	1498	15-59 YRS	57	15-59 YRS	248								
NON SPANISH	266	74 & OVER YRS	385	65 YRS & OLDER		60-64 YRS	289	60-64 YRS	67								
		TOTAL FEMALES	19218	**WHITE FEMALES*		65 YRS & OLDER	0	65 YRS & OLDER	53								
TOTAL POPULATION		UNDER 1 YEAR	374	UNDER 5 YRS		UNDER 5 YRS	0	UNDER 5 YRS	174								
NONHISPANIC	30404	1-2 YEARS	552	5-14 YRS		5-14 YRS	0	5-14 YRS	41								
HISPANIC TOTAL	7070	3-4 YEARS	652	15-59 YRS		15-59 YRS	0	15-59 YRS	174								
MEXICAN	6316	5 YEARS	336	60-64 YRS		60-64 YRS	0	60-64 YRS	174								
PUERTO RICAN	97	6 YEARS	254	65 YRS & OLDER		65 YRS & OLDER	0	65 YRS & OLDER	174								
CUBAN	18	7-9 YEARS	1139	**BLACK MALES***		UNDER 5 YRS	0	UNDER 5 YRS	174								
OTHER HISPANIC	412	10-13 YEARS	1373	UNDER 5 YRS		5-14 YRS	0	5-14 YRS	174								
OTHER NONHISP	227	14 YEARS	354	5-14 YRS		15-59 YRS	0	15-59 YRS	174								
		15 YEARS	266	15-59 YRS		60-64 YRS	0	60-64 YRS	174								
TOTAL POPULATION		16 YEARS	362	65 YRS & OLDER		65 YRS & OLDER	0	65 YRS & OLDER	174								
NONHISPANIC TOT		17 YEARS	391	**BLACK FEMALES*		UNDER 5 YRS	0	UNDER 5 YRS	174								
WHITE	25466	18 YEARS	390	UNDER 5 YRS		5-14 YRS	0	5-14 YRS	174								
BLACK	4129	19 YEARS	431	5-14 YRS		15-59 YRS	0	15-59 YRS	174								
INDIAN/ASIAN	790	20 YEARS	356	15-59 YRS		60-64 YRS	0	60-64 YRS	174								
OTHER	20	21 YEARS	346	65 YRS & OLDER		65 YRS & OLDER	0	65 YRS & OLDER	174								
HISPANIC TOTAL		22-24 YEARS	1085	**BLACK MALES***		UNDER 5 YRS	0	UNDER 5 YRS	174								
WHITE	4044	25-29 YEARS	1668	UNDER 5 YRS		5-14 YRS	0	5-14 YRS	174								
BLACK	56	30-34 YEARS	1785	5-14 YRS		15-59 YRS	0	15-59 YRS	174								
INDIAN/ASIAN	137	35-44 YEARS	2219	15-59 YRS		60-64 YRS	0	60-64 YRS	174								
OTHER	2936	45-54 YEARS	1858	65 YRS & OLDER		65 YRS & OLDER	0	65 YRS & OLDER	174								
		55-59 YEARS	840	**BLACK FEMALES*		UNDER 5 YRS	0	UNDER 5 YRS	174								
		60-61 YEARS	183	UNDER 5 YRS		5-14 YRS	0	5-14 YRS	174								
		62-64 YEARS	413	5-14 YRS		15-59 YRS	0	15-59 YRS	174								
		65-74 YEARS	952	15-59 YRS		60-64 YRS	0	60-64 YRS	174								
		74 & OVER YRS	634	65 YRS & OLDER		65 YRS & OLDER	0	65 YRS & OLDER	174								

 ** R306 WRK, LABOR FORCE, UNEMPLCYMENT, COMMUTING CHARACTERISTICS OF THE POPULATION
 ** LEVEL 0: FOR PLACES AND COUNTIES WITHIN STATE
 ** SCAG REGION
 ** P=PARTIAL RECORD S=SUPPRESSED BY CENSUS BUREAU ?=VALUE NOT PRECISE

 CENSUS DATA AS OF 1 APRIL 80**
 SCAG CENSUS DATA CENTER **
 SEE ENCLOSED MEMO FOR IMPORTANT NOTES **

RIALTJ	WORKERS/FAMILY	**BLACK MALES**	HH W/NO VEHICLE	MEAN WKS WORKED
75/80 RESIDENCE	NO WORKERS	IN LABOR FORCE	TOTAL HH	MALES 16 YRS +
TOT POP >16YRS	1 WORKER/FAM	ARMED FORCES	WHITE HH	FEMALES 16 YRS +
LIVING IN:	> 1 WORKER/FAM	CIV EMPLOYED	BLACK HH	
STATE/CO**		CIV UNEMPLOYD	INDIAN HH	
SAME 75 HOUSE	MEAN INCOME/FAM	NONLABOR FORCE	ASIAN HH	WEEKS UNEMPLOYED
DIFFRNT 75 HOUSE	NO WORKERS	**BLACK FEMALES*	HISPANIC HH	UNEMPLOYD 1-4WKS
SAME 75 CO	1 WORKER/FAM	IN LABOR FORCE		UNEMPLOYD 5-14WK
DIFFERENT CO	> 1 WORKER/FAM	ARMED FORCES	HH W/VEHICLES	UNEMPLOYD 15+ WK
SAME STATE		CIV EMPLOYED	HH W/ONE	
DIFFERENT	COMMUTING MODE	CIV UNEMPLOYD	HH W/TWO	UNEMPLOYMNT 1979
NORTHEAST	WORKERS 16YRS+	NONLABOR FORCE	HH W/<TWO	TOTAL UNEMPLOYED
NORTHENTRL	CAR/TRUCK/VAN	**AMER IND MALE		MALE
SOUTH	DRIVE ALONE	IN LABOR FORCE	SEX/LABOR FORCE	FEMALE
WEST	CARPOOL	ARMED FORCES	MALE LABOR FORCE	WHITE UNEMPLOYED
LIVE ABROAD 80	MASS TRANSIT	CIV EMPLOYED	WORKED IN 1979	MALE
SMSA**	WALK ONLY	CIV UNEMPLOYD	W/UNEMPLOYMENT	FEMALE
A SMSA IN 1980	OTHER MEANS	NONLABOR FORCE	NO UNEMPLOYMENT	BLACK UNEMPLOYED
SAME SMSA 75	WORK AT HOME	**AMER IND FEM**	NC WORK IN 1979	MALE
CNTR CITY		IN LABOR FORCE	MALE NONLABOR	FEMALE
OTHER AREA	CAR COMMUTERS	ARMED FORCES	FEM LABOR FORCE	A IND UNEMPLOYED
DIFFRNT SMSA	DRIVE ALONE	CIV EMPLOYED	WORKED IN 1979	MALE
NONSMSA 75	2 PERS CARPOOL	CIV UNEMPLOYD	W/UNEMPLOYMENT	FEMALE
NONSMSA IN 1980	3 PERS CARPOOL	NONLABOR FORCE	NO UNEMPLOYMENT	ASIAN UNEMPLOYED
IN 4 SMSA 75	4 PERS CARPOOL		NO WORK IN 1979	MALE
NONSMSA 1975	5+ PERS CARPOOL	**ASIAN MALES**	FEMALE NONLABOR	FEMALE
WORK/RESIDENCE		IN LABOR FORCE	MALE 16 YRS+	HISPANIC UNEMPLD
WORKERS >16 YRS	MALES 16 YRS+	ARMED FORCES	WORK 35+ HRS/WK	MALE
WORK IN:	IN LABOR FORCE	CIV EMPLOYED	50-52 WEEKS	FEMALE
STATE & CO *	ARMED FORCES	CIV NONEMPLOYD	40-49 WEEKS	
RESIDENT STATE	CIV EMPLOYED	NONLABOR FORCE	27-39 WEEKS	MEAN UNEMPLOYMNT
RESIDENT CO	CIV UNEMPLOYD	**ASIAN FEMALES*	1-26 WEEKS	WKS/MALE
OTHER COUNTY	NONLABOR FORCE	IN LABOR FORCE	WORK 1-34 HR/WK	WKS/FEMALE
DIFFERNT STATE	FEMALES 16 YRS+	ARMED FORCES	50-52 WEEKS	COMMUTERS 16YRS+
NOT REPORTED	IN LABOR FORCE	CIV EMPLOYED	40-49 WEEKS	<5 MIN COMMUTE
PLACE LEVEL	ARMED FORCES	CIV UNEMPLOYD	27-39 WEEKS	5-9 MIN COMMUTE
IDENTIFIED PLACE	CIV EMPLOYED	NONLABOR FORCE	1-26 WEEKS	10-14 MINUTES
SAME PLACE	CIV UNEMPLOYD	**HISPANIC MALE	FEMALES 16 YRS+	15-19 MINUTES
DIFFERNT PLACE	NONLABOR FORCE	IN LABOR FORCE	WORK 35+ HRS/WK	20-29 MINUTES
NOT REPORTED		ARMED FORCES	50-52 WEEKS	30-44 MINUTES
NONIDENTED PLACE	**WHITE MALES**	CIV EMPLOYED	40-49 WEEKS	45-59 MINUTES
SMSA LEVEL*	IN LABOR FORCE	CIV UNEMPLOYD	27-39 WEEKS	60+ MIN COMMUTE
LIVING IN SMSA	ARMED FORCES	NONLABOR FORCE	1-26 WEEKS	MEAN TRAVEL TIME
SAME SMSA 75	CIV EMPLOYED	**HISPANIC FEM**	WORK 1-34 HR/WK	
CENTRAL CITY	CIV UNEMPLOYD	IN LABOR FORCE	50-52 WEEKS	FEMALES W/CHILD
OTHER AREA	NONLABOR FORCE	ARMED FORCES	40-49 WEEKS	W/CHILD 0-5 YRS
DIFFERENT SMSA	**WHITE FEMALES*	CIV EMPLOYED	27-39 WEEKS	LABOR FORCE
NOT REPORTED	IN LABOR FORCE	CIV UNEMPLOYD	1-26 WEEKS	NONLABOR FORCE
LIVING IN NONSMSA	ARMED FORCES	NONLABOR FORCE		W/CHILD 6-17 YRS
	CIV EMPLOYED			LABOR FORCE
	CIV UNEMPLOYD			NONLABOR FORCE
	NONLABOR FORCE			

 ** R307 ENROLLMENT AND EDUCATION, BY RACE; VETERAN DISABILITY AND INMATE STATUS, AND AGE OF POPULATION CENSUS DATA AS OF 1 APRIL 80 **
 ** LEVEL 8: FOR PLACES AND COUNTIES WITHIN STATE **
 ** STATE OF CALIFORNIA **
 ** P=PARTIAL RECORD S=SUPPRESSED BY CENSUS BUREAU 7=VALUE NOT PRECISE **

 SEE ENCLOSED MEMO FOR IMPORTANT NOTES *****

R307C SCHOOL ENROLLMENT		EDUCATION/WORK		ASIAN POP >24YRS		VETERAN SERVICE		TOTAL POP	
TOT POP >2 YRS		POP 16-19 YRS		POP >15 YEARS		UNDER 2			
NURSERY SCHOOL	315	IN MILITARY	0	4/75 OR LATER	263	1 - 2		808	
ELEMENTARY	6428	IN SCHOOL	2025	VIETNAM ERA	2098	3 - 4		1312	
HIGH SCHOOL	2836	NOT IN SCHOOL		KOREAN CONFLICT	902	5		1208	
COLLEGE	2071	HS GRADUATE		WORLD WAR II	1507	6		588	
		EMPLOYED	368	WORLD WAR I	21	7 - 9		569	
WHITE POP >2YRS		UNEMPLCYC	82	OTHER	515	10-13		2234	
NURSERY SCHOOL	215	NONLABOR	131					2898	
ELEMENTARY	4504	NOT HS GRAC		SCHOOL COMPLETD				672	
HIGH SCHOOL	2089	EMPLOYED	171	NONHISPANIC POP				657	
COLLEGE	1489	UNEMPLOYD	114	> 24 YEARS				764	
		NONLABOR	193	ELEMENTARY	1387			752	
BLACK POP >2YRS				HIGH SCHOOL				745	
NURSERY SCHOOL	55	SCHOOL COMPLETD		1 - 3 YRS	2679			823	
ELEMENTARY	917	TCT POP >24 YRS		4 YEARS	7234			616	
HIGH SCHOOL	467	ELEMENTARY	1895	COLLEGE				623	
COLLEGE	370	1 - 3 YRS	3291	1 - 3 YEARS	4101			2124	
		4 YEARS	8335	4 + YEARS	1731			3341	
AMER IND >2YRS		COLLEGE			123			3396	
NURSERY SCHOOL	0	1 - 3 YEARS	4706	HISPANIC POP				4308	
ELEMENTARY	100	4 + YEARS	1854	> 24 YEARS				2566	
HIGH SCHOOL	25			ELEMENTARY	508			1611	
COLLEGE	27	WHITES >24 YRS		HIGH SCHOOL				422	
		ELEMENTARY	1555	1 - 3 YRS	612			731	
ASIAN POP >2YRS		HIGH SCHOOL		4 YEARS	1101			1687	
NURSERY SCHOOL	13	1 - 3 YRS	2740	COLLEGE				798	
ELEMENTARY	95	4 YEARS	6992	1 - 3 YEARS	605			221	
HIGH SCHOOL	24	COLLEGE		4 + YEARS	123				
COLLEGE	24	1 - 3 YEARS	3587	SCHOOL COMPLETD					
		4 + YEARS	1485	POP >18 YEARS					
SCHOOL ENROLLMNT				ELEMENTARY 0-8	6551				
NONHISPANIC >2YR		BLACK POP >24YRS		HIGH SCHOOL	10728				
NURSERY SCHOOL	251	ELEMENTARY	77	COLLEGE					
ELEMENTARY	4704	1 - 3 YRS	178	1 TO 3 YEARS	5770				
HIGH SCHOOL	2244	4 YEARS	716	4 YEARS	1028				
COLLEGE	1632	COLLEGE		5 YRS OR MORE	935				
HISPANIC >2YR		1 - 3 YEARS	755	VETERAN STATUS					
		4 + YEARS	211	POP >16 YEARS					
NURSERY SCHOOL	68	AMER IND >24YRS		MALE					
ELEMENTARY	1724	ELEMENTARY	25	VETERAN	5084				
HIGH SCHOOL	592	HIGH SCHOOL		NONVETERAN	7375				
COLLEGE	439	1 - 3 YRS	54	FEMALE					
		4 YEARS	65	VETERAN	222				
ENROLLMENT IN		COLLEGE		NONVETERAN	12677				
PRIVATE SCHOOLS		1 - 3 YEARS	51						
POP >2 YEARS		4 + YEARS	25						
NURSERY SCHOOL	229								
ELEMENTARY	615								
HIGH SCHOOL	110								
COLLEGE	114								

COST/REVENUE TOOL
FOR
RIALTO GENERAL PLAN UPDATE

APPENDIX C

Beland/Associates, Inc.
based on methodology developed by
The Natelson Company, Inc.

COST/REVENUE TOOL

1. Introduction

The Cost/Revenue tool presented in this paper has been designed as one method to be used in the evaluation of General Plan land use alternatives. It is by definition very general, and is to be used only to make rough estimates of the relative costs and revenues generated by different land uses. Its primary application is for large-scale and cumulative land development options, and not as a means of assessing the merits of individual projects. While not intended as a computerized model, it could be easily expanded and modified for a computerized system. There are several limitations and assumptions inherent in its development which are important to understand before its presentation; these are described as follows:

- This tool does not present a detailed analysis of the City's budget; it is not an audit. It is assumed that under current conditions all city services and activities undertaken by the City are being performed at adequate levels; i.e., potential needs can be projected in a straight line manner from present conditions.
- Only General Fund revenues and expenses are used in the calculations under the assumption that Enterprise/Restricted Fund costs and revenues balance out and will continue to do so.
- The tool is based on a given point in time and is therefore relatively static. While it is useful for weighing the relative merits of alternative land uses under present conditions, there is no assurance that these conditions will continue into the future.

Given the above assumptions and constraints, the tool considers basic revenue and cost items associated with City operations. Municipal service cost items and infrastructure constructed by the City out of the General Fund include the following:

- General Government (administrative support and Services);
- Police Protection;
- Fire Protection;
- Recreation, Parks and Social Services;
- Public Works; and
- Transportation.

Revenue sources to cover these costs include:

- Taxes (property; sales/use; occupancy; franchise; business license; property transfer);
- Licenses and permits;
- Fines, forfeits, penalties;
- Interest Income;
- Revenue from other agencies; and
- Transfers in from other sources, including a factor from the Enterprise/Restricted Funds to balance General Fund expenditures.

For the services and capital improvements noted above, we have identified recent costs through a review of the most recent budget document. These have been allocated to industrial, residential, and commercial land uses. Likewise, we allocated revenues by type to these alternate land uses. By dividing these data by acreage by land use, we developed per acre cost-revenue factors to assign to each land use to project the likely cost/revenue relationship. As all assumptions are specified, it is possible for City staff to change the multipliers to reflect new costs and revenues in the future, as well as to add the components from the Enterprise/Restricted Funds as appropriate.

2. The Cost/Revenue Tool

The Cost/Revenue Tool is a series of multipliers which represent City-wide average costs and revenues generated by industrial, commercial, and residential land uses on a per-acre, per-dwelling unit, or per-capita basis. These multipliers, developed from current City fiscal, economic, demographic and land use data, can be used to conduct a generalized fiscal impact analysis of alternative mixes and densities of new large-scale land developments to estimate public expenditures and the revenues generated by those developments. In order to apply the multipliers, one needs to know (for any given development area) the proposed acreage of industrial, commercial, or residential and/or the proposed number of dwelling units and/or the forecasted new population. The multipliers will convert these data into average costs to the City by service or public facility cost category, and into average revenues to the City by revenue category. A net cost-revenue figure can be generated in this way. This tool considers only net public costs and revenues of new development to the City. As such, it is only one method to be used in the City's development planning process. Cost/revenue analysis ignores non-fiscal and intangible costs and benefits, those costs and benefits which may be realized differentially to groups within the City, as well as costs and revenues for particular factors which are balanced (i.e., Enterprise/Restricted Funds).

3. Derivation of Cost/Revenue Multipliers

The basic premise behind the Cost-Revenue Tool is that future costs and revenues are best estimated by current average net cost (or net revenues) per acre, per dwelling unit, or per capita, multiplied by the incremental change in developed land uses (by acre), the number of new dwelling units, or the increase in population.

The analysis is based upon expenditures for public services and facilities and revenues by sources as reported in the City of Rialto 1982-83 Annual Budget. Additional data were obtained from the San Bernardino County Assessor's Office. Cost and revenues are reported in current 1983 dollars and assumed to increase in time at the same rate. Therefore, the net cost/revenue multipliers remain relatively constant over time.

Budget categories were identified as either recurring or non-recurring. One-time revenues such as permits and license fees cancelled out non-recurring, or one-time costs and are therefore excluded from analysis for both costs and revenues. For recurring costs and revenues, a determination was made as to whether a specific land use type generated that cost or revenue. The total budget was allocated to the appropriate land use type. In those cases where more than one land use was determined to generate the impact, the total cost or revenue was allocated to each land use type based on the percentage that land use type occupies in the City.

The allocated average cost and revenue dollar figures were then divided by the total developed acreages for industrial, commercial, and residential land uses.

In October, 1983, there were 4,355 acres of industrial, commercial, or residential land that required municipal services and produced revenues within the City (see Table 1).

TABLE 1
CITY OF RIALTO
URBAN NON-PUBLIC LAND USE DISTRIBUTION

	Industrial	Commercial	Residential	Total
Acreage	650	350	3,355	4,355
Percent	15%	8%	77%	100%

Source: Rialto Land Use Survey, October, 1983 (Beland/Associates, Inc.).

Based upon the analyses of costs and revenues as detailed in Tables 2 and 3, cost/revenue multipliers were developed and are shown in Tables 4 and 5. These tables give a summary of expenditures and revenues based on land use.

4. Implications of the Multipliers

Tables 6 and 7 show the major costs and revenues from the 1982-1983 budget allocated to land uses, exclusive of one-time/non-recurring costs and revenues. These data indicate that industrial land uses are a slight net drain to the City treasury, rather than a moderate net income producer as would ordinarily be expected. This may be a result of the relatively low density of existing industrial developments within the City. The data also show that commercial land uses significantly more than pay for the municipal costs these uses generate. Residential land uses, as might be expected, are net drains on the City treasury. This can be attributed to the low density of current residential development, relatively low residential property values, and the recent reduction in the relative contribution of property tax revenue to total City revenues caused by implementation of the Jarvis-Gann Amendment. Both residential and industrial development have experienced declines in their net revenue/cost effect on the City's budget due to that amendment.

TABLE 2
CITY OF RIALTO
SUMMARY OF TOTAL EXPENDITURES
FY 1982-83 Budget

GENERAL FUND EXPENDITURES	
Administration	\$ 1,488,000
Public Safety	5,047,000
Police	\$ 2,781,000
Fire	2,266,000
Public Services	2,099,000
Public Works	1,410,000
Transportation	239,000
Recreation, Parks & Social Services	363,000
Humane Services	87,000
TOTAL	\$ 8,634,000

Source: City of Rialto, 1982-83 FY Budget.

TABLE 3
CITY OF RIALTO
SUMMARY OF TOTAL ESTIMATED REVENUES
FY 1982-83 Budget

CATEGORY	
TAXES	\$ 5,120,000
Property Taxes	\$ 1,450,500
Sales/Use Taxes	2,325,500
Franchise Taxes	316,000
Motel Taxes	10,000
Other Taxes, Retirement	1,018,000
LICENSES AND PERMITS	\$ 269,000
Business Licenses	\$ 85,000
Animal Licenses	30,000
Building and Related Permits	150,000
Other Permits	4,000
OTHER FUNDS	\$ 2,070,000
Fines, Forfeits, Penalties	\$ 71,000
Use of Money, Property	223,050
Other Agencies	394,000
Service Charges	152,000
Other Revenues	746,000
Transfers In	484,000
Cash Carryover/Enterprises/ Restricted	1,175,000
TOTAL GENERAL	\$ 8,634,000

Source: City of Rialto, F.Y. 1982-83 Budget.

TABLE 4
CITY OF RIALTO
SUMMARY OF EXPENDITURES BY LAND USE
FY 1982-83 Budget

GENERAL FUND EXPENDITURES	DISTRIBUTION BY LAND USE		
	Industrial	Commercial	Residential
Administration	\$ 223,200	\$ 119,040	\$ 1,145,760
Public Safety	365,650	1,148,450	3,532,900
Police	139,050	695,250	1,946,700
Fire	226,600	453,200	1,586,200
Public Services	599,850	442,120	1,057,030
Public Works	564,000	423,000	423,000
Transportation	35,850	19,120	184,030
Recreation, Parks & Social Services	---	---	363,000
Humane Services	---	---	87,000
TOTAL	\$ 1,188,700	\$ 1,709,610	\$ 5,735,690

Source: Beland/Associates, Inc.

TABLE 4a
EXPENDITURES ANALYSIS BY CATEGORY
(see Table 4)

Administration:

City administrator, attorney, clerk, licensing costs, council, treasurer, community promotion, finance; basically overhead costs allocated by the percentage land use distribution.

Public Safety:

Police and Fire Total

Police Expenditures: Allocated according to the following percentage weights: five percent industrial, 25 percent commercial, and 70 percent residential. These percentages are modifications of the land use distributions based on differences in building densities and represent the fact that commercial properties require a disproportionate share of police protection.

Fire: Expenditures have been allocated on the land use percentage distribution basis, modified by a factor accounting for different building densities and different levels of activity relative to the three land uses. Based on that factor, costs were allocated in the following shares: 10 percent industrial, 20 percent commercial, and 70 percent residential.

Public Works: Expenditures were allocated by applying the following weighting factors to the percentage share of land use for each land use type: 40 percent related to industrial, and 30 percent each to commercial and residential, as industry often requires larger-scale or more infrastructure. The resulting percentage allocations of cost are 24 percent industrial, 22 percent commercial, and 54 percent residential.

Transportation: Expenditures are allocated on a land use basis.

Recreation, Parks, and Social Services: Expenditures are allocated to the residential sector.

Humane Services: Expenditures are allocated to the residential sector.

TABLE 5
CITY OF RIALTO
SUMMARY OF ESTIMATED REVENUES BY LAND USE
FY 1982-83 Budget

CATEGORY	DISTRIBUTION BY LAND USE		
	Industrial	Commercial	Residential
TAXES	\$ 541,080	\$ 2,617,420	\$ 1,961,510
Property Taxes	130,550	246,590	1,073,370
Sales/Use Taxes	232,550	2,092,950	---
Franchise Taxes	25,280	186,440	104,280
Motel Taxes	---	10,000	---
Other Taxes, Retirement	152,700	81,440	783,860
LICENSES AND PERMITS	24,300	100,620	144,080
Business Licenses	10,200	74,800	---
Animal Licenses	---	---	30,000
Building and Related Permits	13,500	25,500	111,000
Other Permits	600	320	3,080
OTHER FUNDS	310,510	165,600	1,593,940
Fines, Forfeits, Penalties	10,650	5,680	54,670
Use of Money, Property	33,460	17,840	171,750
Other Agencies	59,100	31,520	303,380
Service Charges	22,800	12,160	117,040
Other Revenues	111,900	59,680	574,420
Transfers In	72,600	38,720	372,680
Cash Carryover/Restricted/ Enterprise	176,250	94,000	904,750
TOTAL GENERAL	\$ 1,052,140	\$ 2,977,640	\$ 4,604,280

Source: Beland/Associates, Inc.

TABLE 5a

CITY OF RIALTO
REVENUE ANALYSIS BY CATEGORY (see Table 5)
FY 1982-83 Budget

- Property Taxes: Allocated according to the assessed market value of newly-improved land, modified to reflect the higher average value of commercial and industrial property with respect to residential property in San Bernardino County in the past five years. Commercial property was assigned a weighting factor of 36 percent, industrial 34 percent and residential 30 percent. Adjusted percentages of total revenues are nine percent industrial, 17 percent commercial, and 74 percent residential.
- Sales/Use Taxes: Assigned 90 percent to the commercial sector, and 10 percent to the industrial sector. Sales taxes reported are those collected within the City by City vendors and represent Rialto's capture of retail expenditures by its own residents and from residents outside the City, while the industrial allocation represents taxable wholesale sales taxed at the point of origin and other direct industrial sales.
- Franchise Taxes: Assigned 33 percent to the residential sector and 67 percent to industrial and commercial sectors on a land use proportionate basis, modified by a factor for average building/land ratio for both land use types to account for differences in the number of businesses per acre. Industrial was assigned eight percent, and commercial 59 percent.
- Motel Taxes: Assigned to the commercial sector.
- Other Taxes: Allocated based on land use distribution.
- Business License: Revenues are allocated to the industrial and commercial sectors on a land use proportionate basis, modified by a factor for average building/land ratio for both land use types to account for differences in the number of businesses per acre. Twelve percent of total expenditures were assigned to industrial, 88 percent commercial sectors.
- Animal License: Revenues are allocated to the residential sector.
- Building and Other Permits: Revenues are allocated on a land use basis, modified for difference in valuation of improved property among the three types of land use. The industrial sector was assigned nine percent, commercial 17 percent, and residential sector 74 percent.
- Other Permits and All Other Funds: Revenues are dispersed by the land use method.

TABLE 6
CITY OF RIALTO
SUMMARY OF EXPENDITURES PER ACRE
FY 1982-83 Budget

GENERAL FUND EXPENDITURES	Industrial	Commercial	Residential
Administration	\$ 343	\$ 340	\$ 342
Public Safety	563	3,281	1,053
Police	214	1,986	580
Fire	349	1,295	473
Public Services	923	1,263	315
Public Works	868	1,209	126
Transportation	55	55	55
Recreation, Parks & Social Services	---	---	108
Humane Services	---	---	26
TOTAL	\$1,829	\$4,885	\$1,710

Source: Beland/Associates, Inc.

TABLE 7
CITY OF RIALTO
SUMMARY OF ESTIMATED REVENUES PER ACRE
FY 1982-83 Budget

CATEGORY	Industrial	Commercial	Residential
TAXES	\$ 832	\$ 7,483	\$ 585
Property Taxes	200	705	320
Sales/Use Taxes	358	5,980	--
Franchise Taxes	39	533	31
Motel Taxes	--	29	--
Other Taxes, Retirement	235	236	234
LICENSES AND PERMITS	38	288	43
Business Licenses	16	214	--
Animal Licenses	--	--	9
Building and Related Permits	21	73	33
Other Permits	1	1	1
OTHER FUNDS	477	474	474
Fines, Forfeits, Penalties	16	16	16
Use of Money, Property	51	51	51
Other Agencies	91	90	90
Service Charges	35	35	35
Other Revenues	172	171	171
Transfers In	112	111	111
Carryover/Retricted/Enterprise	271	269	270
TOTAL GENERAL	\$1,618	\$ 8,514	\$ 1,372

Source: Beland/Associates, Inc.

APPENDIX H

Water Service Development Fees and Rates

WATER SERVICE

NO. _____

Service Address _____

Name of Owner _____

Billing Address _____

Tract No. _____ Lot No. _____

Meter Service Size _____ Fire Service Size _____

FEES AND CHARGES1. Meter Service Connection Fee

3/4" @ \$ 270.00

1" @ \$ 470.00

1-1/2" @ \$1,030.00

2" @ \$1,670.00

3" @ \$3,240.00

4" @ \$5,000.00

6" @ \$10,950.00

8" @ \$16,540.00

\$ _____

2. Water Development Fee

Single Family House - Condominium Unit \$850.00 per Service

Commercial, Business and other Residential uses on one service:

3/4" Meter @ \$ 850.00

1" Meter @ \$ 850.00

1-1/2" Meter @ \$1,700.00

2" Meter @ \$2,720.00

3" Meter @ \$ 3,100.00

4" Meter @ \$ 8,500.00

6" Meter @ \$27,200.00

8" Meter @ \$47,600.00

\$ _____

3. Fire Service Development Fee

4" @ \$2,000.00

6" @ \$6,400.00

8" @ \$11,200.00

3/4" @ \$ 60.00

\$ _____

4. Meter Service Deposit

3/4" @ \$ 60.00

1" @ \$ 60.00

1-1/2" @ \$120.00

2" @ \$192.00

3" @ \$ 360.00

4" @ \$ 600.00

6" @ \$1920.00

8" @ \$3360.00

\$ _____

TOTAL OF CHARGES \$ _____

Application taken by _____ Date _____

Receipt No. _____

ARTICLE 20. SCHEDULE OF CHARGES

2001. APPLICABILITY. Applicable to all new or transferred accounts for water service.

2002. TERRITORY. Within the boundaries of the West San Bernardino County Water District.

2003. SERVICE DEPOSITS

a. Minimum deposit of \$30.00 shall be required for domestic service.

b. Minimum deposit of \$30.00 shall be required for fire hydrant meters, plus "a cash deposit of \$350.00 shall be required of all applicants for each fire hydrant meter."

c. Temporary Service (See Article 1603)
If service is supplied through a fire hydrant the applicant will be charged as follows:

Flat charge per connection, for both installation and removal of the meter: \$10.00

Each additional move of meter to another location: \$ 5.00

d. Irrigation (See Article 1114)

2004. FRONTAGE CHARGE. The water main construction charge as prescribed in Article 513 hereof shall be fixed in the amount of \$6 per front foot for the street frontage for which water service has been requested, except in areas where a charge has been previously established. (See Article 5)

2005. FACILITY AND DEMAND CHARGES. Charges are hereby established as follows:

<u>TYPE OF DEVELOPMENT</u>	
Single Family Residence	\$ 900.00 per lot
Apartment, Condominium and Mobile Home Units with Separate Service for Each Living Unit	900.00 per service
Apartment, Condominium and Mobile Home Units with Master Meter	Listed below as Development fee
<u>Commercial, Business and Residential Uses on One Meter</u>	
	<u>Development Fees</u>
3/4-inch (30gpm)	\$ 900.00
1-inch (50gpm)	
1½-inch (100gpm)	1,800.00
2-inch (160gpm)	2,880.00
3-inch (320gpm)	5,760.00
4-inch (500gpm)	9,000.00
6-inch (1800gpm)	32,400.00
8-inch (3100gpm)	55,800.00

2003
e. ADVANCE REFUNDABLE DEPOSIT. Contractor to make an advance refundable deposit in the amount of \$50 per service installation. Said deposit shall be refunded to Contractor at time of discontinuance of service, less any necessary repair or water use charges.

ARTICLE 20. SCHEDULE OF CHARGES - Cont'd.

Fire Line Services

Development Fees

4-inch service	\$ 2,700.00
6-inch service	6,000.00
8-inch service	9,000.00

2006. SERVICE INSTALLATION CHARGE. Where new meters are installed for the first time the following charges or advance deposits shall be made or payable in advance of installation:

<u>Size</u>	<u>Meter Only</u>	<u>Meter and Service</u>
3/4-inch	\$150.00	\$225.00 325.00
1-inch	240.00	350.00 400.00

All other sizes shall be for cost of all labor, materials and street repairs, plus 15 percent. Only duly authorized employees or agents of the District will be authorized to install service connections.

2007. INSPECTION FEES. An inspection fee is hereby established at \$.15 (15 cents) per foot of pipeline to cover cost of inspection and water used on tracts and subdivisions.

2008. CONSTRUCTION CHARGES. A construction water charge is hereby established at the rate of \$3.00 per month per service connection during construction period in new housing tracts.

2009. COMBINATION BACKFLOW/DETECTOR CHECK. Full cost plus 15 percent.

2010. SAME DAY & AFTER HOURS SERVICE. Any customer who wishes may pay extra for same-day or after hours service, for other than emergencies.

<u>Same Day</u>	<u>After Hours</u> (5 p.m. - 8 a.m. Daily & 24 hour weekends/Holidays)
\$20.00	\$30.00

2011. TESTING. (See Article 1007)
Meters 1-inch and smaller \$10.00
Meters over 1-inch \$15.00

2012. DELINQUENT CHARGE
\$10.00 (See Articles 1105 & 1106)

2013. RETURNED CHECKS. First check returned, there will be a \$5.00 charge, the second time a \$7.00 charge, and thereafter that customer must pay "Cash Only".

2014. INVESTIGATION & SURVEY FEE. A fee of \$200.00 shall be charged for Investigation and Survey of pipeline extensions and subdivisions as outlined in Article 6, Section 601-B, and Article 7, Section 707.

APPENDIX I

Rialto - Capital Improvement Program

RIALTO - CAPITAL IMPROVEMENT PROGRAM

Introduction - The Infrastructure Capital Improvement Program (CIP) has been prepared concurrently with the General Plan and in close coordination with City Staff. The CIP is a five-year program of specific improvements which addresses the immediate needs of the street and utility systems.

The program itemizes the anticipated revenues and organizes projects on an annual basis. City Staff has indicated that maintenance of the existing system of streets is of primary importance and emphasis is placed in this area.

The Capital Improvement Program can serve as a tool which is updated each year to provide smooth functioning of the City's programs from one budget to the next. The CIP can identify projects that need to be programmed over more than one budget year. If the CIP is prepared prior to budget preparation it can be used as the core of the expenditure portion of the budget.

RIALTO

STREET AND HIGHWAY CAPITAL IMPROVEMENT PROGRAM

The following is a list of funding programs available to the City for street improvements:

1. Federal Aid Urban Funds (FAU). Federal funds are distributed by the State for projects within urbanized areas in San Bernardino County. Funds are obligated to individual projects based upon a priority ranking. The FAU program provides about \$70,000 per year for street and highway improvements within Rialto. Funding on street projects must currently be matched on an 86% federal, 14% local ratio. Signal projects are generally funded by 100% federal participation. The FAU program is currently funded until fiscal year 1985-86. It is assumed that Congress will continue the program or a similar program.
2. Federal Highways Safety Act (FHSA). Under this Act there are several programs for which the City can submit projects to compete for Federal Highway Safety Act funding. Projects are rated and received funds based upon merit. The City received approximately \$105,000 for striping improvements during 1983-84 and will receive and additional \$49,000 for maintaining striping in each of 1984-85 and 1985-86. Additional funding is also expected in 1984-85 for Railroad Grade Crossing Protection.
3. Gas Tax. Funds are collected as a tax on gasoline and diesel fuel and are apportioned to Cities by the State. The anticipated level of funding is about \$500,000 per year. These funds may be used for construction or maintenance of streets.
4. The City's General Fund. General Fund money may be allocated for street purposes. These funds are generally used for special or unanticipated projects or for minor repair work.
5. Quarter-Cent Sales Tax (SB 325). SB 325 funds must be used for public transportation, for right of way acquisitions and construction of streets and roads. Funds are first expended for public transit. When there are no unmet transit needs, as has been determined in Rialto, the funds may be expended for street improvements. Anticipated funding for street improvements is about \$258,000 per year.

STREETS AND ROADS - CAPITAL IMPROVEMENT PROGRAM

Revenues ¹	84-85	85-86	86-87	87-88	88-89
SB 325	258,000	258,000 ²	258,000	258,000	258,000
Gas Tax-2106, 2107 & 2107.5	500,000	500,000 ²	500,000	500,000	500,000
FAU	345,000	55,000 ⁴	80,000	80,000	50,000
FHSA ⁴	<u>104,000</u>	<u>49,000</u>	<u>20,000</u>	<u>20,000</u>	<u>20,000</u>
Total	1,207,000	862,000	858,000	858,000	828,000
Abate To General Fund ⁵	-150,000	-150,000	-150,000	-150,000	-150,000
Engineering ⁶ (2107.5)	-6,000	-6,000	-6,000	-6,000	-6,000
Update C.I.P. ⁷ (2107.5)	-5,000	-5,000	-5,000	-5,000	-5,000
Traffic Signal ⁸ Maintenance & Power	-100,000	-100,000	-100,000	-100,000	-100,000
Traffic Signs ⁸ Replace and Maintain	-20,000	-20,000	-20,000	-20,000	-20,000
Replace Curb ⁸ & Sidewalk	<u>-20,000</u>	<u>-20,000</u>	<u>-20,000</u>	<u>-20,000</u>	<u>-20,000</u>
Capital Improvements	906,000	561,000	557,000	557,000	527,000

Notes

1. All revenues listed are in 1983-84 dollars.
2. Based on 1st 6 months of 1983-84 F.Y.
3. 1985-86 is the last year in the current Federal Highway Act. Projections assume continuation at current level.

4. Projects must compete county-wide on basis of need.
5. Provides funding for City's street maintenance.
6. Provides gas tax funding for engineering of capital improvements.
7. Provides for annual update of the capital improvement program.
8. Provide for electrical charges to run City's signals and to do minor maintenance and repair.

CITY OF RIALTO
CAPITAL IMPROVEMENT PROGRAM - STREETS

1984-85

Project Description	Cost Current \$	Funding Source	Remarks
Bloomington, San Bernardino, and Spruce Traffic Signals, Safety Lights, and Street Improvements	C 250,000 P 35,000 R <u>33,000</u> Total 318,000	FAU Gas Tax Gas Tax	Funding Carried Forward from '83-'84
Acacia and S.P.R.R. - Crossing Gates	55,000 <u>8,000</u> Total 63,000	FHSA Gas Tax	
Rialto and Cactus - Signal with Railroad Pre-Empt	C 95,000 P 5,000 R <u>5,000</u> Total 105,000	FAU Gas Tax Gas Tax	
Bloomington Avenue, Lilac to Willow, Correct Drainage Problems	275,000	SB-325 Gas Tax	
City Participation with Development	15,000	Gas Tax	Locations to be determined by development. Coord- ination with Community Hospital may be required

Minor Improvements and Rehabilitation and Maintenance of the Street System	81,000	Gas-Tax
Maintenance of Traffic Striping	<u>49,000</u>	F.H.S.A.

Total 1984-85 \$906,000

C - Construction
P - Preliminary Engineering
R - Right of Way

CITY OF RIALTO
CAPITAL IMPROVEMENT PROGRAM - STREETS

1985-86

Project Description	Cost Current \$	Funding Source	Remarks
Maintenance of Traffic Striping	49,000	F.H.S.A.	
*Foothill Blvd and Cedar Traffic Signal, Safety Lights and Street Improvements	C 50,000 P 5,000 R <u>5,000</u> Total 60,000	FAU FAU SB-325	
Alley Improvements	30,000	Gas Tax	
City Participation with Development	15,000	Gas Tax	Locations to be determined by development
Minor Improvements, Rehabilitation and Maintenance of the Street System	<u>407,000</u>	SB 325 & Gas Tax	
Total 1985-86 \$561,000			

*This is a joint project by City of Rialto and Caltrans. The Costs that are shown represent 1/2 of the total cost and are the City of Rialto's share. The other 1/2 will be born by Caltrans.

C - Construction
P - Preliminary Engineering
R - Right of Way

CITY OF RIALTO
CAPITAL IMPROVEMENT PROGRAM - STREETS

1986-87

Project Description	Cost Current \$	Funding Source	Remarks
Locations to be Selected	20,000	F.H.S.A.	Projects compete yearly for funding
Baseline and Cedar Traffic Signal and Safety Lights, and Street Improvements	C 80,000 P 5,000 R <u>10,000</u> Total 95,000	FAU & Gas Tax Gas Tax	
Alley Improvements	30,000	Gas Tax	
City Participation with Development	15,000	Gas Tax	Locations to be determined by development
Minor Improvements, Rehabilitation and Maintenance of the Street System	<u>397,000</u>	SB-325 & Gas Tax	
Total 1986-87 \$557,000			

C - Construction
 P - Preliminary Engineering
 R - Right of Way

CITY OF RIALTO
CAPITAL IMPROVEMENT PROGRAM - STREETS

1987-88

Project Description	Cost Current \$	Funding Source	Remarks
Locations to Be Selected	20,000	H.E.S.	Projects Compete Yearly for Funding
Rialto and Willow Traffic Signals, Safety Lights and Street Improvements	C 80,000 P <u>5,000</u> Total 85,000	FAU & Gas Tax	
Alley Improvements	30,000	Gas Tax	
City Participation with Development	15,000	Gas Tax	Locations to be determined by development
Minor Improvements, Rehabilitation and Maintenance of the Street System	<u>407,000</u>	SB-325 & Gas Tax	
Total 1987-88 \$557,000			

C - Construction
P - Preliminary

CITY OF RIALTO
CAPITAL IMPROVEMENT PROGRAM - STREETS

1988-89

Project Description	Cost Current \$	Funding Source	Remarks
Locations to Be Selected	20,000	F.H.S.A.	Projects Compete Yearly for Funding
*Foothill Blvd. and Linden Avenue, Traffic Signals, Safety Lights and Street Improvements	C 50,000 P 5,000 R <u>5,000</u> Total 60,000	FAU FAU Gas Tax	
Alley Improvements	30,000	Gas Tax	
City Participation with Development	15,000	Gas Tax	
Minor Improvements, Rehabilitation and Maintenance of the Street System	<u>405,000</u>		

Total 1988-89 \$527,000

*This is a joint project by City of Rialto and Caltrans. The Costs that are shown represent 1/2 of the total cost and are the City of Rialto's share. The other 1/2 will be born by Caltrans.

C - Construction
 P - Preliminary Engineering
 R - Right of Way

RIALTO

STORM DRAIN - CAPITAL IMPROVEMENT PROGRAM

The City currently collects a drainage development fee of \$1,740 per acre or \$0.04 per square foot of gross area of new development to offset the cost of Master Planned Storm Drain Construction. The City uses the San Bernardino County Comprehensive Storm Drain Plan Project No. 3 as a Master Plan of Storm Drains. For planning purposes a projection of yearly income of \$150,000 is being used.

The Rialto Channel is the flood control facility of greatest concern to the City. The channel is unlined and has a capacity of approximately 600 cubic feet per second whereas the ultimate design should be for 10,000 cubic feet per second. Because the cost for improving the Rialto Channel will be several million dollars funding must come from a source other than City funds. The United States Corps of Engineers has undertaken an Initial Reconnaissance and Investigation Report on the channel. It is hoped that the initial study will lead to detailed planning and Federal financing of channel improvements.

Approximately \$25,000 will be expended by City crews to clean and maintain the existing storm drains, catch basins and the Rialto Channel. In addition it is anticipated that \$15,000 will be expended for contracting repair to the Rialto Channel. After subtracting maintenance activities, \$110,000 will be left for Capital Improvements. Because storm drain projects are often more expensive than \$110,000 it may be necessary to accumulate revenues over more than one year before undertaking a large project.

CITY OF RIALTO
CAPITAL IMPROVEMENT PROGRAM - STORM DRAINS

Year	Project Description	Cost In Current \$	Fund Balance
1984-85	Revenues anticipated	+ 110,000	110,000
1984-85	City participation with Young's Market Project. Construct catch basin and drain pipe at Willow Avenue crossing of A.T. &S.F. Railway	50,000	60,000
1984-85	City participation with Airport Commerce Center on construction of storm drain at intersection of Sycamore and San Bernardino Avenue and at Valley Blvd. between Sycamore and the Rialto Channel	35,000	25,000
1985-86	Revenues anticipated	+ 110,000	135,000
1985-86	Construct catch basins and storm drains at various locations to Divert run-off to Rialto Channel	50,000	85,000
1986-87	Revenues anticipated - accumulate funds this fiscal year for future project	+ 110,000	195,000
1987-88	Revenues anticipated	+ 110,000	305,000
1987-88	Randall Avenue storm drain between Cactus Avenue and the Rialto Channel	300,000	5,000
1988-89	Revenues anticipated	+ 110,000	115,000
1988-89	Construction of cross-gutters at the intersection of Rialto and Lilac Avenues	10,000	105,000

1988-89	Construction of earth lined channel, 600 feet north of Foothill Blvd. between Cactus and Linden Avenues	50,000	55,000
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RIALTO

SEWER CAPITAL IMPROVEMENT PROGRAM

Sewer connection fees are collected from new developments based on the lineal feet of frontage on a City-owned sewer. The fee is currently \$10 per foot for eight-inch sewer, \$12 per foot for a ten-inch sewer, and \$14 per foot for a twelve-inch sewer. An area charge assessed at the time of development is currently \$0.051 per square foot of gross lot area. These fees are used to offset the cost of the sewer collection system. The fees are periodically reviewed to determine the need for adjustments. The approximately annual revenues available for capital expenditures is \$150,000. The funds available for sewer capital improvements fluctuates with housing construction. 1984-85 will have a carry-over from the previous year to allow for additional expenditure.

It is not anticipated that the sewer plant will require expansion within the next 5 years. The previous plant expansion is being paid for with a sewer plan expansion fee charged on new development. The current fee is \$924 per house and will increase by \$56 per month until 1990.

An application has been made for Housing and Community Development Funds for 1984-85, for construction of approximately 5280 feet of various sizes of sewer main along Baseline between Alder and Linden Avenues. Total cost is estimated to be \$323,000 with \$188,000 HCD funds and \$135,000 from the sewer fund. This project will be in competition with other community projects and funding is uncertain.

CITY OF RIALTO

CAPITAL IMPROVEMENT PROGRAM - SEWER SYSTEM

Year	Project Description	Cost Current \$	Funding Source	Remarks
1984-85	Alder to Linden Avenue-Sewer Trunk	\$188,000 <u>135,000</u> Total \$323,000	HCD Sewer Fund	Subject to HCD Funding
1984-85	Update Capacity of Sewer Outfall Line Crossing of Interstate 10	\$220,000	Sewer Fund	
1984-85	Update Capacity of Sewer Outfall Line between Interstate 10 and Slover	80,000	Sewer Fund	
1985-86	Install and Replace Sewer Mains Locations to be Selected	150,000	Sewer Fund	

RIALTO

CAPITAL IMPROVEMENT PROGRAM - WATER SUPPLY SYSTEM

Fees are collected from new developments to finance to construction of the water distribution system. Fees vary depending on the size of the meter required. The current anticipated annual revenues are \$220,000.

An application has been made for Housing and Community Development funds for 1984-85, for construction of approximately 5940 feet of 12" diameter water main at a cost of \$205,000. This project will be in competition with other community projects and funding is uncertain.

Construction of two new wells should begin in 1984. One will be in Easton Park and the other will be south of Baseline and near Lytle Creek Wash.

Current plans include the construction of a 5 million gallon reservoir near Highland and Easton. This will be constructed under a proposed lease-purchase agreement between the City and a contractor with the water fees used to help amortize the reservoir.

The water system is reliable and has had a high level of systematic maintenance.

CITY OF RIALTO

CAPITAL IMPROVEMENT PROGRAM - WATER SYSTEM

Year	Project Description	Cost Current \$	Funding Source	Remarks
1984-85	5940 Feet of 12" Diameter Water Main	\$188,000 <u>17,000</u> Total \$205,000	HCD Water Fund	Subject to HCD Funding
1984-85	Connect Well No. 5 to Water System	\$110,000	Water Fund	
1984-85	System Replacement and Upgrading of Water Lines	\$110,000	Water Fund	
1985-86	Construction 5 Million Gallon Reservoir	1,400,000	Lease-Purchase Agreement	
1985-86	System Replacement and Upgrading of Water Lines	\$110,000	Water Fund	
1986-87	System Replacement and Upgrading of Water Lines	\$110,000	Water Fund	
1987-88	Increase Capacity of Filter Plant	\$150,000	Water Fund	
1987-88	System Replacement and Upgrading of Water Lines	\$110,000	Water Fund	
1988-89	System Replacement and Upgrading of Water Lines	\$110,000	Water Fund	

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CITY OF RIALTO

CAPITAL IMPROVEMENT PROGRAM - WATER SYSTEM

Year	Project Description	Cost Current \$	Funding Source	Remarks
1984-85	5940 Feet of 12" Diameter Water Main	\$188,000 <u>17,000</u> Total \$205,000	HCD Water Fund	Subject to HCD Funding
1984-85	Connect Well No. 5 to Water System	\$110,000	Water Fund	
1984-85	System Replacement and Upgrading of Water Lines	\$110,000	Water Fund	
1985-86	Construction 5 Million Gallon Reservoir	1,400,000	Lease-Purchase Agreement	
1985-86	System Replacement and Upgrading of Water Lines	\$110,000	Water Fund	
1986-87	System Replacement and Upgrading of Water Lines	\$110,000	Water Fund	
1987-88	Increase Capacity of Filter Plant	\$150,000	Water Fund	
1987-88	System Replacement and Upgrading of Water Lines	\$110,000	Water Fund	
1988-89	System Replacement and Upgrading of Water Lines	\$110,000	Water Fund	

CAPIMPR(15)

Oversized Map or Foldout not scanned.

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CITY OF RIALTO

CITY OF RIALTO

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